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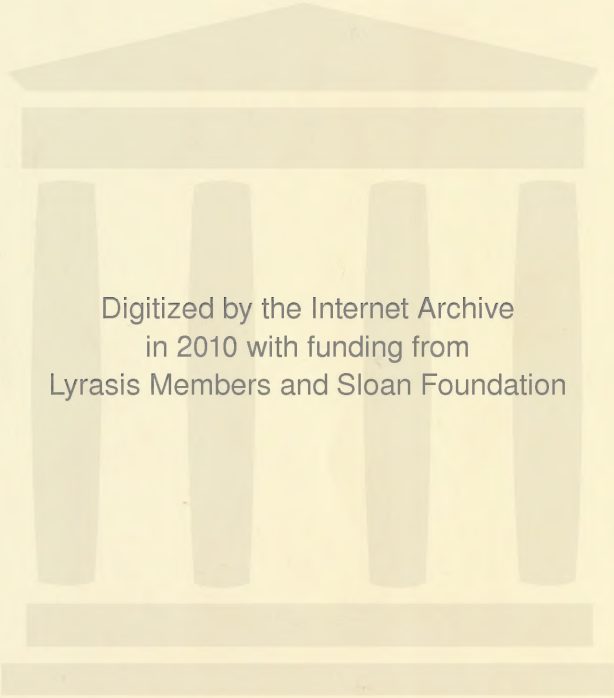
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PROCEEDINGS  
OF THE  
STOCKHOLDERS  
IN THE  
RICHMOND AND PETERSBURG  
RAIL ROAD COMPANY,  
AT THEIR  
GENERAL MEETINGS,  
AND  
REPORTS  
MADE  
BY THE PRESIDENT AND DIRECTORS  
TO  
THE STOCKHOLDERS.

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RICHMOND:

PRINTED BY THOMAS W. WHITE.

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1837.

PROCEEDINGS

RICHMOND AND PETTUSBORO

RAILROAD COMPANY

ANNUAL MEETING

REPORTS

OF THE PRESIDENT AND DIRECTORS

FOR THE YEAR 1887

RICHMOND

PRINTED BY JAMES W. WHITE

1888



## FIRST

### MEETING OF THE STOCKHOLDERS,

HELD MAY 5, 1836.

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John Allison, Esq. was appointed Chairman of the meeting, and William P. Sheppard, Secretary.

The list of stockholders having been called over, a number entitled to a majority of all the votes which could legally be given were found to be present.

The following resolutions were adopted by the meeting :

*Resolved*, That the following duties be assigned to the President, subject to the control, at all times, of the Board of Directors :

When stockholders in the Manchester and Petersburg Turnpike Company shall desire to transfer their stock to this Company, to see that the transfers are properly made before the value of the stock so transferred is paid :

To agree with the owners of any lands on the line of the rail road, which may be wanted for the purposes of the Company, and obtain releases of damages where practicable ; where no agreement can be made, to take the necessary steps to have the damages assessed for any lands which may be taken or required for the purposes of the Company :

To enter, at the proper period, into such negotiations or arrangements with the Post Office Department, (subject to the approbation of the Board of Directors,) in relation to the transportation of the mail, as the case may require ; and in general, to watch over and supervise such interests of the Company as may not be specially committed by the Board of Directors to their Engineer.

*Resolved*, That the salary of the President be twelve hundred dollars per annum, payable quarterly by the Treasurer.

The meeting then proceeded to the election of a President and five Directors, in pursuance of the act of incorporation; whereupon

William H. Macfarland, Esq. was elected President; and Messrs. John D. Townes, Robert B. Bolling, and P. C. Osborne, of Petersburg, and Messrs. Conway Robinson, and Richard B. Haxall, of Richmond, were elected Directors.

*Resolved*, That the annual meeting of the stockholders in this Company shall be held on the first day of May in each year, unless that should happen to be Sunday, and then, on the next day: that the place of meeting be the office of the Treasurer and Clerk, unless before the day of any annual meeting some other place be fixed by the President and Directors, and public notice be given thereof; and that the hour of meeting be 10 o'clock.

And then the meeting adjourned.

JOHN ALLISON, *Chairman*.

WM. P. SHEPPARD, *Secretary*.

## SECOND

### MEETING OF THE STOCKHOLDERS,

HELD MAY 2, 1837.

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On the 1st, which was the day appointed for the annual meeting, there was not a sufficient number of stockholders in attendance to proceed to business, and they adjourned over to this day.

Dr. P. C. Spencer was appointed Chairman of the meeting, and William P. Sheppard Secretary.

On calling over the list of stockholders, a sufficient number were found to be present, (either in person or by proxy, for the transaction of business,) to constitute a quorum, and the meeting proceeded to business.

The following Report was presented by the President and Directors, which was received and approved by the meeting :

#### REPORT.

The President and Directors have the honor to submit to the general meeting of the stockholders of the Richmond and Petersburg Rail Road Company the following report :

The Company was organized on the 5th of May last, when the subscribers to the stock, assembled in general meeting, proceeded to elect a President and five Directors. On the 13th of the same month the President and Directors held their first meeting, appointed an Engineer and Treasurer, adopted measures to secure the early commencement and vigorous prosecution of the improvement ; and passed such other regulations as were suggested by a due consideration of the interests of the Company. The Engineer selected was Moncure Robinson, Esq. who has long been most favorably known in this community, and who

had had an important agency in directing public attention to the advantages of connecting, by a rail road, the city of Richmond with the town of Petersburg. The Bank of Virginia was selected as the receiver of all moneys of the Company, into which the payments upon the stock, as they were called for, were directed to be made ; and all checks were required to be signed by the Treasurer, William P. Sheppard, and countersigned by the President.

The construction of the road was commenced at an early day after it was authorized. It will be perceived, by referring to the report of the Assistant Engineer, Mr. Sanford, that about one half of the earth-work is completed, and that the remainder may be expected to be finished by the first of December next. The whole of the rail-way superstructure, with the exception of four miles, has been put under contract ; and we have the authority of the Assistant Engineer for saying, that the whole line of the improvement, from the southern margin of the James river to the Appomattox, will be finished and ready for use by the close of the present year.

The bridge across the James river is now in a course of execution. Two piers have been finished, and a third is in a state of great forwardness ; a large proportion of the rock has been quarried and prepared for use ; the timbers have been contracted for, and a portion is expected soon to be delivered ; and the Engineer reports that the bridge may possibly be finished in the course of the year, but that its completion cannot be calculated upon with certainty earlier than the spring. The stone which is employed in the construction of the bridge, is found immediately at the southern abutment, and is in great quantity, and of very superior quality, not surpassed, perhaps, by any in any part of our country.

It has not yet been decided at what point it was most expedient to cross the Appomattox into Petersburg. The stockholders are aware that the act of incorporation restricts the range of selection to such limits as the citizens of that town, in general meeting assembled, might prescribe ; and it has been found, by recent surveys, that a slight extension of the limits indicated by



the citizens, might enable the company to obtain a better and cheaper line. It is hoped the citizens of Petersburg will consent to the proposed alteration; and it has been decided to submit the question to their consideration.

The acquisition of a site for a depot on the southern end of the line will be effected as soon as the preliminary question as to the point of crossing the river is determined. It may be reasonably calculated that the bridge across the Appomattox will be finished about the time that the one over the James river is prepared for use.

The ground selected for the depot at Richmond is on a line with the bridge, and is between the river and the basin. It was purchased at a price that was ascertained by the award of the referees, to whom the question was referred by the former proprietor and the Company.

Contracts have been made by the Engineer, during his visit to England, for the locomotives and cars for the use of the Company, and he will contract also for the necessary iron.

The General Assembly, by an act of the last session, authorized a subscription for the stock of the Company, of 2,000 shares, by the Board of Public Works, which has raised the capital to \$500,000, and made the state the proprietor of two-fifths thereof. As the act of incorporation provided that the stockholders should have the privilege of subscribing to the new stock, a circular was addressed to them, submitting it as expedient that they should waive the privilege so far as to admit the state to subscribe for the usual proportion of two-fifths of the capital. The stockholders acquiesced, and accordingly an application was made to the Legislature, asking for the ordinary subscription, which led to the act referred to. The order of the Board, proposing to increase the capital, or rather to fill up the amount originally proposed, under which the proceedings referred to were had, contemplated an increase of capital of \$300,000, sixty of which it was supposed would be taken among the stockholders, and the remainder by the state. As, however, in numerous instances, the stockholders were not heard from, and some

declined, it was afterwards thought advisable, as an early disposition of the application to the Legislature was deemed important, not at that time to press the effort to enlarge the capital to \$600,000. It was moreover the opinion of the Assistant Engineer, who prepared and submitted a table of cost, that the expense of the improvement would fall below the former estimate, and that a sum less than the amount originally estimated would cover the whole cost.

The charter imposed upon the Company the obligation to purchase out the stock of the Manchester and Petersburg Turnpike, or such portions of it as should be conveyed within a certain period, at a price to be ascertained by referees or commissioners. The stock has, with the exception of a small amount, been all transferred. The price fixed upon by the arbitrators was \$30 per share, and in addition, the Company was held bound for some debts of that Company, for which the Directors were personally responsible. The stock amounts, in the aggregate, to about \$21,870; the debts referred to have been reduced by payments made out of the revenue of the Turnpike Company, and a still further reduction from the same source may be expected, so that the precise amount which this Company will ultimately have to pay, cannot now be ascertained. It may be put down at about \$24,000. What income may be expected from the turnpike, when the rail road shall be put in use, cannot now be foreseen with accuracy; the travel and transportation upon it must to a great degree cease, and for that reason whilst the receipts may not be large, the expense of keeping it in repair will be small. It yielded, in the year ending on the 1st of December, a revenue of \$2,900 99. It will probably be found that the future receipts will abundantly authorize the small charge which may be necessary to keep the road in repair.

The disbursements of the Company, and the respective heads under which they were made, will be seen by referring to the accompanying statements of the Treasurer and Engineer.

There has been called for, of the individual stockholders, thirty per centum upon the stock: and, with some few exceptions, the requisitions have been met with punctuality.

The Board of Public Works, to meet the payments due upon their stock, and the future requisitions as they shall be made, have advertised for a loan under the act of the General Assembly, which is expected to be disposed of on the 17th inst.

The Board congratulates the stockholders upon the prospect of the early completion of the road, and the profit which may be surely expected from the investment. The roads, both north and south of our line, have fully attested their usefulness to the public, and shown that they may be relied upon for a large and increasing income to the proprietors ; and it cannot but happen, that the road from Richmond to Petersburg, which connects the line, must be both useful and profitable.

Independent of the sources of profit which it will enjoy in common with the roads on its southern and northern terminations, it will possess others peculiar to itself, in the great and increasing intercourse both of travel and transportation between Petersburg and Richmond. That intercourse alone must afford a large income to the Company, and constituting as it does, but a fractional part of the receipts which may be relied upon, there is abundant cause for flattering and confident expectations from the stock. In every similar enterprise, which has been judiciously located, it has been found that large and unexpected sources of income have been developed, under the benign operation of the improvement : that too, it may be anticipated, will be the experience of this Company. And as there are known and ascertained sources of income which abundantly authorized the investment, our line, considered in reference to its productiveness and public usefulness, may challenge comparison with the most favored. Besides, that it will be a productive investment, it will be one that is safe, and not liable to the casualties to which some other employments of capital are exposed. The longer it is in use, the greater will be the state of prosperity to which it may be expected the road will attain. Enterprise is now busy at the south, in pushing onwards the line of rail road improvement ; and lying, as our road does, in the direction of the great southern and northern travel, and the mail, its importance to the public, and value to the pro-

prietors, must be increased, as new roads shall be brought into use.

On motion,

*Resolved*, That the report of the President and Directors be approved and accepted, and, with such portions of the accompanying documents as they may think proper, be printed, under their direction, for the use of the stockholders.

The meeting then proceeded to the election of a President and three Directors ; whereupon,

Wm. H. Macfarland, Esq. was unanimously re-elected President ; Messrs. Robert B. Bolling and P. C. Osborne of Petersburg, and Richard B. Haxall of Richmond, were re-elected Directors.

Messrs. John D. Townes and Holden Rhodes being the Directors appointed by and on behalf of the Board of Public Works, the Board of President and Directors was then declared to be filled.

And then the meeting adjourned.

P. C. SPENCER, *Chairman*.

WM. P. SHEPPARD, *Secretary*.



## ENGINEER'S REPORT.

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*To the President and Directors of the  
Richmond and Petersburg Rail Road Company.*

GENTLEMEN,—I have the honor to lay before you the following report of the present state of the Richmond and Petersburg Rail Road, comprised under the following heads, viz: The location of the line; the amount of work contracted for; the portion now finished; the present force employed, and probable time of completion.

The location commences at the intersection of Eighth and B streets, in the city of Richmond, being the site for the depot; from thence the line bears southwesterly through the middle of Eighth street, and across James river; it then deflects to a general course, a few degrees west of south, until it strikes the narrowest and most depressed point of the highest belt of land between the James and Appomattox rivers. This point is twelve miles from the commencement, and one and a half miles west of the Manchester and Petersburg turnpike, thence bearing southeasterly down Ashton swamp, and striking the bottom lands of Mr. John Walthall's plantation, six miles from Petersburg, and a short distance east of the turnpike; from thence the line continues to Petersburg nearly parallel to the turnpike. This location has proved more favorable than was anticipated, as the maximum grade has been reduced to thirty-one and two thirds feet per mile; the curve of shortest radius being nineteen hundred and ten feet, is at Petersburg; but this is partly upon a level, and partly upon a grade of only twenty-five feet per mile; therefore the grades and curves taken in conjunction, will present much less impediment to transportation than those of the roads upon the north or south of it.

The earth-work has generally been very favorable; the excavations dry, and the road-way firm. The cost of this will be

about \$135,000, of which has been finished a portion amounting to \$57,000 ; and judging from the present force employed, being about three hundred men and one hundred carts, and also from the time taken in executing the above amount, being at an average of six months since it was put under contract, I am confident that the whole will be finished by the 1st of December next ; in the meantime, the rail-way superstructure will be placed upon such sections, and parts of sections, as will from time to time be completed.

The rail-way superstructure is under contract, with the exception of four miles ; but the rails and sills are being prepared for this as well as for all other sections of it, so that the track will be laid as soon as the earth-work shall be sufficiently advanced, in order that the whole may be finished by the end of this year. The contracts entered into will amount to nearly \$49,000, and the estimated amount of work done, and materials delivered, is \$7,000. There are fifty hands employed at this work, upon and near the line. The greatest quantity of timber, however, will be brought from the neighborhood of Suffolk and the Dismal Swamp.

The brick-work and carpentry of the Richmond depot have been contracted for, and will be commenced in a few days.

Two piers of the James river bridge are finished ; a third is nearly to its height ; two others and the southern abutment have been commenced ; also, two-thirds of the quantity of rock for the remainder is quarried and dressed. A vessel, laden with timber for it, is on the way from Baltimore ; upon the arrival of which the framing will be commenced ; and although it is possible to finish this work by the end of this year, we cannot safely calculate upon it before next spring. The masonry will cost about \$30,000, of which a portion amounting to \$9,000 is done.

The superstructure for Falling Creek bridge is framed, and much of the timber for that over Swift Creek is sawed, and quarries opened for each work.

The greater part of the rock is delivered at the culverts ; the masonry of the one over Kingsland Creek is now going on, and the others will be commenced shortly.

The amount of masonry in culverts, drains and bridges at Falling, Swift, and Old Town creeks, as per contracts, \$40,000, and the amount done, \$6,000. The force employed at the masonry throughout the line, is eighty men and twenty teams.

Arrangements are being made for the iron, locomotive engines, and running gear of cars, by the Chief Engineer, in England.

The whole amount of work contracted for, and estimated portion done, will, in the aggregate, be nearly as follows:

	Amounts contracted for.	Amounts done.
Earthwork, - - - -	\$135,000	\$57,000
Rail-way superstructure, - -	49,000	7,000
Bridge superstructure for James river, Fall- ing, Swift, and Old Town creeks, -	63,000	4,000
Richmond depot, - - -	4,000	0,000
Masonry of James river, Falling, Swift, and Old Town creek bridges, culverts, and drains, - - - -	73,000	15,000
Totals, - - -	<hr/> \$324,000	<hr/> \$83,000

In conclusion, I am happy to state that no unforeseen difficulties have impeded the progress of the work; and things continuing favorable, the road will be opened by the end of this year between the southern bank of James and northern bank of Appomattox rivers, whence travellers can be conveyed in omnibuses to Richmond and Petersburg.

Respectfully submitted.

CHAS. O. SANFORD,

*Principal Assistant Engineer.*

RICHMOND, April 29, 1837.

## DISBURSEMENTS

*By the Treasurer of the Richmond and Petersburg Rail Road Company, from the 16th May, 1836, to the 1st May, 1837.*

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Paid to stockholders of Manchester and Petersburg				
Turnpike, for stock transferred to Rail Road				
Company, at \$30 per share,	-	-	-	\$19,470 00
on account of debt of \$3,000, due from Turn-				
pike Company at Farmers' Bank,	-	-	-	750 00
for preliminary surveys,	-	-	-	2,796 87
contingent expenses,	-	-	-	1,905 22
engineering expenses,	-	-	-	12,585 00
on account of purchase of lots in the City of				
Richmond for a depot,	-	-	-	6,359 61
on account of contract made by Chief Engineer				
in England, for engines and cars,	-	-	-	5,000 00
on account construction of work,	-	-	-	60,818 62
				\$109,685 32

WM. P. SHEPPARD, *Treasurer.*

RICHMOND, MAY 1, 1837.







PROCEEDINGS  
OF THE  
STOCKHOLDERS  
IN THE  
RICHMOND AND PETERSBURG  
RAIL ROAD COMPANY,  
AT THEIR GENERAL MEETINGS,  
AND  
REPORTS  
MADE BY THE PRESIDENT AND DIRECTORS  
TO  
THE STOCKHOLDERS.

**Third Meeting, 14th May, 1838.**

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RICHMOND:  
PRINTED BY THOMAS W. WHITE.

1838.



# THIRD

## MEETING OF THE STOCKHOLDERS,

HELD ON MONDAY, MAY 14, 1838.

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On the 1st, which was the day appointed for the annual meeting, there was not a sufficient number of stockholders in attendance to proceed to business, and they adjourned over to this day.

Dr. P. C. Spencer was appointed Chairman of the meeting, and John Williams Secretary.

The roll of stockholders was called, and it appearing that there were present, in person or by proxy, private stockholders entitled to 654 votes, and the proxy of the Board of Public Works, entitled to 408 votes, being in all 1062 votes, (the whole number of votes that could be given being 1387,) the meeting proceeded to business.

The following Report was presented by the President and Directors, and read.

### REPORT.

The President and Directors have the honor to submit to the general meeting of the stockholders of the Richmond and Petersburg Rail Road Company the following report.

The operations of this Company during the past year, have been carried on under circumstances of great difficulty, arising wholly from the disordered condition of the credit and currency of the country. The suspension of specie payments, which took place a few days after the last general meeting of the stockholders, found this Company in a condition to feel, with peculiar severity, the universal distress and embarrassment which attended it. Thirty per cent. only of the capital stock had been called for, of which a part was in arrear; and so much as had been received was



expended. The whole line nearly was under contracts ; and full supplies of materials, engines, cars and machinery had been engaged ; and the Board, unable to suspend the work without very serious loss to all concerned in it, were compelled to carry it on chiefly by means of requisitions upon the stockholders, most of whom were suffering in their private affairs under the general distress, and disheartened by the gloomy aspect of the future. Not only were the necessary supplies of money difficult to be obtained, but, all credit being destroyed, larger supplies of money than would otherwise have been necessary were required. And, in aggravation of the evil, the subscription was unequal to the completion of the work ; so that the requisitions were, of necessity, larger and more frequent than if an adequate capital had been originally permitted. It was very soon ascertained that requisitions could not be relied on to meet the urgent demands of the work. By an order of 31st May, the Board required 15 per cent. of the capital to be paid, in equal instalments, on the 12th June and 1st July and August. The call was not answered beyond a very small extent. As a measure of relief to the stockholders, the bonds of the Company, bearing interest, and payable at twelve months, were issued to the contractors ; but they were found a very inadequate substitute for money. Under these circumstances, the Board applied for, and obtained from the Executive, a loan out of a fund belonging to the commonwealth, of \$98,065 83, at an interest of 6 per cent., payable semi-annually, the principal to be repaid within sixty days after it should be required by the Executive, or the General Assembly. Mr. Macfarland, then a member of the council of state, and filling the office of Lieutenant Governor, in the absence of the Governor, finding it incompatible with his nice sense of propriety to complete, while he held the office of President of this Company, the forms of the loan which the Governor had previously ordered, and in all its parts prescribed, resigned his office as President, and ceased, at the same time, to be a stockholder in this Company. Holden Rhodes, then a director on the part of the state, was appointed by the Board to fill the vacancy so created ; and William Williams was

soon after appointed by the Board of Public Works a director in his stead.

The loan thus obtained afforded timely relief, and aided by a further advance from the Board of Public Works of \$28,000, in November, and by the laudable efforts of the stockholders, in the midst of their private embarrassments, to meet their engagements to the Company, the Board were enabled to proceed with the work, not without difficulty or delay, but without suspension.

Further requisitions were called in August, amounting in all to 35 per cent., payable 5 per cent. on the 1st October, November, December, January and February, and 10 per cent. on the 1st March; and in March another requisition of 10 per cent. was called, payable on the 30th April, leaving but 10 per cent. of the private subscription uncalled.

Anxious, as far as possible, to relieve the stockholders, to provide a fund which would extinguish the debt due to the common-wealth, and to complete the road so far as has been heretofore directed, the Board, on the 12th December, authorized the sale in Europe of coupon bonds of the Company, to an amount not exceeding \$150,000, in sums of £300 sterling, payable on the 1st January 1853, bearing 6 per cent. interest, payable semi-annually in London. Of these bonds, ten only had been sold by the last advices. It is believed that if it should be the pleasure of the stockholders to authorize the Board to make the remaining bonds convertible into stock, they would well be worth, and readily command a large premium. The Board would decidedly recommend such a measure.

The Board of Public Works was requested, in December, to recommend to the General Assembly an advance to this Company of what remained to come due of the state's subscription; such advance to bear interest as a loan, until it should become applicable as a payment to the Company. The request was promptly complied with, and the advance was accordingly recommended in very earnest terms by the Governor in his annual message. It was authorized by the House of Delegates. In the Senate, however, though not denied to be in itself just, free from

objection, and recommended by obvious considerations of public policy, it was attempted to be burthened with conditions not less injurious, in the opinion of the Board, to the Commonwealth than to the Company. Upon a conference between the two houses, these conditions were subsequently mitigated; and by a law passed on the 30th March, and herewith submitted to you, the advance was authorized; and also a loan to the Company, if required, of \$150,000 for a short time, including the amount previously borrowed of the Executive. It will be for you to decide upon the acceptance or rejection of both, upon the terms proposed by the act.

No preparations have yet been made for carrying the road across the Appomattox into Petersburg. It being thought desirable that the limits heretofore prescribed by the citizens of that town should be extended, and little doubt being entertained that such extension would be accorded by them, an act was passed by the General Assembly, at the last session, conferring upon the citizens the necessary authority to grant it. It is understood, however, that a meeting for that purpose has been held, and that the proposed extension has been refused. It is for you to decide whether, in the present condition of the Company, and under all the circumstances of the case, it is expedient, particularly at this time, to proceed further in that direction.

This Company is now the proprietor of 739 shares of stock in the Manchester and Petersburg Turnpike Company, being the entire capital, with the exception of 21 shares, which are held by individuals in small parcels. The time has passed within which the private stockholders are authorized to require this Company to purchase their shares at the assessed price. In respect to a portion of the outstanding stock, it may well be presumed that the transfer to this Company has been only prevented by the incompetency of the holder to make it. In such, or like cases, where there has been no intentional delay, and the holders are desirous to make the transfer, it would seem to the Board, unless otherwise instructed by you, that it should be accepted. The gross receipts of the turnpike for the year ending on the 31st December, were

\$2,681 45, from which the expenses, \$874 02, being deducted, a net income remains of \$1,807 43, which has been applied to the debts of that Company. These debts are now believed not to exceed \$2,500. When the rail road shall be in full operation, the receipts of the turnpike will be reduced to a small amount; but it is hoped that enough will still remain to extinguish the debts and defray the charges of the road.

An arrangement has been made with the Chesterfield Rail Road Company, for the convenient transfer from their road to this, of all coal designed for Richmond or Petersburg. By a slight elevation of their road at the point of intersection, the road of this Company is permitted to pass under it, thereby facilitating the transfer of the coal, and obviating all danger of collision. A double track is designed to be extended from that point to the depot in Richmond; and with a view in part to the accommodation of the coal trade, and in part to the more convenient arrangement of the workshops, the ground-plat of the depot in Richmond has been enlarged so as to secure a front of sufficient extent on 9th street.

The land damages have been, with a few exceptions, assessed throughout the line. In some instances the assessments have been confirmed, and it has been the desire of the Board in all cases to confirm them, unless they were liable to very strong objections. Upon one half the line they have been accordingly confirmed, except when the proprietor was himself dissatisfied. Upon much of the other half, they have so far exceeded every reasonable estimate, as in some cases nearly to reach the entire value of the tract, and in several others to go far beyond the value of the land cut off from the main body by the road. With every disposition to avoid controversy, the Board could not submit to such assessments; and they are taking, so far as they can, amicable measures to reduce them within proper bounds.

The disbursements of the Company will be shown by the accompanying statements of the Treasurer and Principal Assistant Engineer. And the report of the latter will also show the progress and present condition of the work, and the amount required to complete it within its present limits.

Notwithstanding the adverse circumstances which, during the past year, have impeded their operations, the Board have now the gratification to announce, that the road is open and ready for use from the depot in Pocahontas to that near Manchester, and that the completion of it to the depot in Richmond will not be long delayed. This gratification is not alloyed by any apprehension that the future and permanent usefulness and productiveness of the improvement will fall short of the sober and rational anticipations which gave rise to it. It is true, as was foreseen in the beginning, that this improvement, for its length, is somewhat more expensive than the roads north and south of it. But, on the other hand, it is to be remembered, that the expenses of repairs and transportation will be proportioned, not to the cost, but to the length and use of the road; that the mechanical structures throughout the line are adapted to a double track, which at no distant day will probably be required, and may then be laid down at a very small comparative expense; that the heaviest item of expenditure, the bridge across James river, will be shared by whatever other rail roads shall be constructed from Richmond to the southwest, which must seek the same crossing. It is to be remembered, also, that Richmond and Petersburg are now beginning to feel the impulses of that commercial, and especially that manufacturing spirit and capacity, which, it were sheer blindness not to see, are destined, at no remote period, to place both in a condition of eminent prosperity, and must in the meantime increase, beyond all present conception, their intercourse with and through each other; but, above all, that this improvement forms part of the great line of rail roads already nearly completed to the north, and rapidly extending itself into the south, opening, at every step, fresh sources of usefulness and profit.

The Board have entered into no speculations upon the probable immediate receipts and expenses of the road. Its unfinished condition would render such speculations wholly uncertain; and besides, it would be idle to anticipate, by conjecture, what experience will so soon disclose. But though unwilling to hold out any promise of profits which may not be realized, there is little



hazard in repeating the opinion often expressed, and still entertained with undiminished confidence, that when the road shall have gone fully and fairly into operation, the stockholders will find the sources of immediate income at least equal to their original expectations.

As soon as it was ascertained that the road might probably be opened by this time from Pocahontas to Manchester, provisional arrangements were made for putting it in use. This duty was assigned to the President, with full powers for the discharge of it. He has appointed Mr. Hopkins, the Engineer in charge of transportation on the Richmond, Fredericksburg and Potomac rail road, to the same office on this road; and Mr. Coates, a skilful machinist, having some experience also in the superintendence of rail road transportation, to assist him. This arrangement seemed to be recommended by obvious considerations. The Chief Engineer, to whom this Company is under lasting obligations for the zealous and efficient manner in which his duties have been performed, had expressed the opinion that his services would not be required long after the year which has now closed, and announced his purpose therefore to withdraw at the earliest period at which they could be dispensed with; and in view of any further extension of the road, it was necessary to secure the services of a skilful engineer. This end is perfectly attained by the employment of Mr. Hopkins; and it was believed that his office in the other Company would not only not conflict with his duties to this, but would enable him to render important services, particularly in the outset, by affording to this Company whatsoever aid could properly be drawn from the other. It is confidently believed that no other arrangement can be made so advantageous or economical. The selection of the subordinate agents has been left, in the first instance, with Mr. Hopkins.

A change in the office of Treasurer and Clerk was also made necessary as soon as active operations on the road should commence. Mr. Sheppard, finding that the office would then be incompatible with his other engagements, resigned it. His duties, greatly increased during the past year by the difficulties of the

times, had been so ably and faithfully performed, that his resignation was accepted with reluctance. Mr. John Williams has been appointed to succeed him.

No arrangement has been made with the Post Office Department for the transportation of the mail; but proposals from the Department have been invited, and are daily expected.

It remains for the meeting to make such further, or other changes in the administration of the affairs of the Company, as may seem to be rendered necessary or proper by the opening of the road.

By the direction of the Board.

H. RHODES, *President.*

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## R E P O R T

*Of the Principal Assistant Engineer to the President and Directors of the Richmond and Petersburg Rail Road Company.*

GENTLEMEN,—I have the honor of reporting to you the present state of the Richmond and Petersburg rail road.

The portion of the road between the Manchester depot and the depot on the Appomattox river, is now ready to open for transportation; the only work to be finished on this division, is the bridge for passing under the Chesterfield rail road, some timber work at water stations and depots, repairs of embankment, and excavation of ditches, &c; all of which, however, are secondary matters, and will not interfere with the full operation of the road between the points above-mentioned. The first locomotive engine, with its train of cars, passed over this division of the road on Saturday last.

Three locomotive engines have lately been received from England, two of which are now ready for use, and the third nearly so; three other engines have been contracted for, one of which is expected to arrive in a short time. Coaches for the accommodation of 100 passengers are upon the road, and others will in a

short time be provided; and a sufficient number of burthen cars will be in readiness upon the completion of the road to the Richmond depot, until when it is presumed that the transportation will be confined chiefly to passengers.

The one and a half mile of road between the Richmond and Manchester depots, including the bridge across James river, will be finished in all August.

The masonry of all the piers, and southern abutment of the James river bridge is completed, and the northern abutment is rapidly progressing. The other masonry yet to be built, is the guard walls for the protection of property on either side of A street, through which the rail road passes, and an archway for the passage of Franklin street under the rail road.

Sixteen spans of the James river bridge superstructure are raised, twelve of which are finished, and the remaining three spans are framed, and will be raised in three weeks. The railway superstructure of this division will be commenced as soon as the small amount of grading is finished.

The depot at Richmond is completed, and the machine shops have just been commenced, for which the stationary engine and other machinery have all arrived.

The following statement shows the cost of workmanship, materials, and all other expenses of the line from Richmond to its present termination on the Appomattox river, up to the present time; also the probable expenditure yet required to complete it.

(For the expenditures, see the Treasurer's statement.)

	To be Expended.
Grading, " " " " " "	\$1,200
Railway Superstructure, " " " "	9,500
James River Bridge, " " " "	19,400
Chesterfield Rail Road Bridge, and two common	
Road Bridges, " " " "	1,250
Depots, Shops and Water Stations, " "	10,100
Masonry of Culverts, Drains, Guard Walls, &c.	6,360
	<hr/>
	\$47,810

Amount brought forward,	-	-	\$47,810
Engineering Expenses, Officers' Salaries, Printing, &c.	-	-	3,000
Locomotives, Cars, Coaches, Stationary Engine and Machinery, -	-	-	46,400*
Add for condemnation of lands, materials and contingencies,	-	-	27,100
			<hr/>
			\$124,310

Respectfully submitted.

CHAS. O. SANFORD,

MAY 14th, 1838.

*Principal Assistant Engineer.*

## STATEMENT OF THE EXPENDITURE

*Of the Richmond and Petersburg Rail Road Company, from the commencement of the work to the 1st of May, 1838.*

For Preliminary Surveys,	-	-	\$2,856 87
Graduation of Rail Road,	-	-	143,642 11
Superstructure of Road,	-	-	55,718 98
Repairs of Road,	-	-	655 25
Masonry, -	-	-	52,850 84
Jame River Bridge—Masonry,	-	32,793 64	
Superstructure,			44,640 00—77,433 64
Falling Creek Bridge,	-	-	9,475 83
Swift Creek Bridge,	-	-	7,573 68
Rail Road Iron,	-	-	21,287 04
Land Damages, Rock, &c. used	-	-	2,180 76
			<hr/>
			\$373,675 00

\* The estimate for this item is deemed sufficient to procure the requisite number of Engines, Cars and Machinery, for the commencement of operations. Of course, as the amount of transportation is increased, it will be necessary to add to the motive power and cars.

Amount brought forward,	-	\$373,675 00
Depots and Water Stations,	- -	15,639 24
Platforms and Turnouts,	- -	1,819 20
Purchase of Real Property in Richmond,	-	11,745 95
Engineering Expenses,	- - -	25,600 38
Shops and Machinery,	- - -	4,749 31
Purchase of Locomotive Engines, Cars and Ma-		
chinery,	- - - -	19,656 16
Officers' Salaries,	- - - -	3,209 00
Printing, Advertising, and other contingent ex-		
penses,	- - - -	1,218 21
		<hr/>
		\$457,312 45

Purchase of Manchester and Pe-		
tersburg Turnpike,	- -	\$22,328 60
Repairs of that Road,	- -	856 15 — 23,184 75
		<hr/>
		\$480,497 20

JNO. WILLIAMS, *Treasurer.*

Whereupon, on motion,

*Resolved*, That the report of the President and Directors be received; and, together with the accompanying documents, be printed for the use of the stockholders.

The following preamble and resolution were offered by Mr. Gustavus A. Myers, and passed:

WHEREAS, The regular operations of the Richmond and Petersburg Rail Road Company are about to be commenced; and the duties of the President, embracing as they will, not only a strict attention to the finances of the Company, the settlement of claims for damages upon condemnations of land, and a supervision of the various agents employed in the business of transportation; but also the necessity of making arrangements with other Companies north and south, so as to insure that harmony of action indispensably necessary to their mutual advantage, and such co-operation as may be legitimate and proper on behalf of



this Company, in promoting the prosecution of other works contemplated or commenced in this state, which may exert a beneficial influence upon the interests of this Company,—will necessarily occupy the greater part of his time,—therefore,

*Resolved*, That the salary of the President of the Richmond and Petersburg Rail Road Company be two thousand dollars per annum, payable quarterly.

On motion,

*Resolved*, That the election of President be made by a *viva voce* vote; whereupon,

Holden Rhodes was unanimously elected President of the Company, and P. C. Osborne, R. B. Haxall, and R. B. Bolling, were unanimously elected Directors of the Company.

John D. Townes and William Williams, being the Directors appointed by the Board of Public Works on behalf of the state, the Board of President and Directors was then declared to be filled.

And then the meeting adjourned to 5 o'clock, P. M.

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At the meeting in the afternoon,

On motion of Mr. William Williams,

*Resolved*, That the President and Directors be, and they are hereby authorized and empowered, to accept the advance and loan from the Commonwealth authorized by the act of the General Assembly, passed 30th March, 1838, entitled "An Act concerning the Richmond and Petersburg Rail Road Company," upon the terms and conditions prescribed in that act, should they find it advisable so to do. And in such event, the said President and Directors shall be, and they are hereby authorized to bind the Company, under its corporate name and seal, in any manner that may be necessary and proper, to give full effect to the obligations that, under the provisions of the said act, will devolve on the Company, to entitle it to the full benefit of the said act.

On the question being put on the foregoing resolution, the votes of Richard Anderson, for himself, and as proxy for A. P.

Miller, Frederick Anderson, and William Anderson, Jr., and of Robert Stanard and Richard H. Sharpe, being in all 43 votes, were in the negative ; and the votes of all the other stockholders, including those of Robert Stanard, as proxy of the Board of Public Works, were in the affirmative.

On motion of Mr. Robert Stanard, proxy of the Board of Public Works,

*Resolved*, That at every annual general meeting of the stockholders of the Richmond and Petersburg Rail Road Company, there shall be appointed by the general meeting a committee consisting of three stockholders, whose duty it shall be to ascertain, before the next general meeting, the condition of the several improvements of the Company, and inquire into the management of the same ; and the manner in which the books of the Company are kept, and the situation of its financial concerns. And whose duty it shall moreover be, to report to the annual general meeting ensuing their appointment, the result of such examination and inquiry ; and to recommend such measures as in their judgment will tend to the permanency and increase the value and usefulness of the respective works—a reduction of excessive charges, and prevention of unnecessary expenses, if such charges and expenses there be—and an economical, systematic and efficient organization of the superintendence and management of the affairs of the Company.

In pursuance of the foregoing resolution, the following gentlemen were appointed the committee therein mentioned : Mr. Samuel Mordecai, Mr. Nicholas Mills, and Mr. Samuel Marx.

On motion of Mr. G. A. Myers,

*Resolved*, That the following be adopted as a By-Law of this Company. "It shall be the duty of the President and Directors, at any time, to call a special meeting of the stockholders, giving one month's notice thereof, on a request to that effect being made by stockholders, or the proxies of stockholders of this company, owning or representing one thousand shares."

On motion of Mr. G. A. Myers,

*Resolved*, That the President and Directors be, and they are

hereby directed, not to extend the rail road beyond its present termination on the north side of the Appomattox river, without further instructions from the stockholders.

On motion of Mr Samuel Mordecai, the following preamble and resolution were passed unanimously :

Whereas, it is desirable to provide in time for the repayment of the loan from the commonwealth, and it may be necessary to obtain funds for other purposes,

*Resolved*, That the President and Directors are authorized to make the coupon bonds, now in England, remaining unsold, convertible into stock, provided a satisfactory premium can be obtained ; and in the event the Board shall at any time have surplus funds on hand, they are authorized to make such temporary investments thereof as they may deem expedient.

On motion of Mr. William Williams, the following preamble and resolution were passed :

It being stated by the President, that the duties of the late Treasurer and Clerk of this Company, in consequence of the embarrassed condition of the times, and of the difficulty of collecting the instalments from the stockholders, have been, during the past year, much more onerous than at the period of his appointment it was expected they would be ; and that in the opinion of the President, concurred in by the Directors, it is just to make a reasonable addition to his salary ; therefore,

*Resolved*, That the sum of three hundred dollars be paid to Mr. William P. Sheppard, the late Treasurer and Clerk, in addition to the compensation of five hundred dollars paid to him for his services for the past year.

On motion, the meeting adjourned.

PROCEEDINGS  
OF THE  
STOCKHOLDERS  
IN THE  
RICHMOND AND PETERSBURG  
RAIL ROAD COMPANY,  
AT THEIR GENERAL MEETINGS,  
AND  
REPORTS  
MADE BY THE PRESIDENT AND DIRECTORS  
TO  
THE STOCKHOLDERS.

FOURTH MEETING, THIRTY-FIRST OF MAY, 1839.

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RICHMOND:  
PRINTED BY THOMAS W. WHITE,  
1839.





## FOURTH

### MEETING OF THE STOCKHOLDERS,

HELD ON FRIDAY, MAY 31, 1839.

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On the 1st, which was the day appointed for the annual meeting, there was not a sufficient number of stockholders in attendance to proceed to business, and they adjourned over to the 30th. On the 30th there was not a sufficient number in attendance, and they adjourned over to this day.

Robert C. Nicholas was appointed Chairman of the meeting, and John Williams Secretary.

The roll of stockholders was called, and it appearing that there were present, in person and by proxy, private stockholders entitled to 532 votes, and the proxy of the Board of Public Works entitled to 209 votes, being in all 741 votes, (the whole number of votes that could be given, being 1385,) the meeting proceeded to business.

The following report was presented by the President and Directors, and read.

#### REPORT.

The President and Directors have the honor to submit to the general meeting of the stockholders of the Richmond and Petersburg Rail Road Company the following report :

On the 16th of May, 1838, two days after your last general meeting, the road was opened and put in use from the depot in Pocahontas to that near Manchester. On the 6th September following, the bridge across James River being completed, the road was put in use to the depot in Richmond. The business of the road was confined chiefly to the transportation of passengers and the mails, until some time after the completion of the bridge. Since then freight has been added, in quantities increasing with the demands of business and the means of the company to ac-

commo- late them. Those means are now ample; and the facilities afforded by the road are constantly attracting freight to it from various, and in many cases, from unexpected channels, and to an amount already equalling the estimates, and promising largely to exceed them.

Immediately on the opening of the road, the services of the company were tendered to the Post Master General for the transportation of the mail; and with his assent, the contract of the stage proprietors was transferred by them to the company for the residue of the year ending on the 31st December, 1838, at the price stipulated to be paid to them, viz \$1260 a year. The inadequacy of this compensation was disregarded, from a desire to accommodate an important public service, and because as the season for new bids upon the line was near at hand, it was not thought proper to attempt a change in the terms of a contract so soon to expire. By an arrangement since made with the Post Office Department, taking effect on the 1st January last, and to continue until the 30th June, 1843, the compensation to this company for mail service has been increased to \$237 50 a mile per annum, being \$3,581 a year. This compensation is still deemed inadequate, and falls short of that elsewhere allowed for less burthensome and expensive service. It was accepted from an unwillingness to prolong a conflict with the Department, which threatened injury to the public interest, as well as to that of the company; and in the hope that the Department will itself perceive the propriety of enlarging the compensation, if it shall find it necessary at any time to require an unusual and inconvenient service. Meanwhile, it is proper to add, that an earnest desire has at all times been manifested by the Department to render the mail service as little burthensome and inconvenient to the line as possible.

The operations of the year ending on the 15th inst. will be shown by the accompanying statements of the Treasurer. They exhibit results, which though not splendid or imposing, do yet fully justify that sober and unshaken confidence in the speedy, progressive and permanent usefulness and productiveness of this

improvement, which you have always entertained. What is most worthy of observation, is the constant increase of the business of the road and the uniformity at the same time with which it is diffused over every portion of the year. The increase of the business of the road has been so gradual as to produce from month to month no very striking gain; yet by comparing the quarters of the year, you will find the receipts from all sources of the first quarter, by a gradual increase advanced more than fifty per cent. in the last.

It is not in our power to compare the receipts of successive years. We can only compare at present the last sixteen days of May, 1838, with nearly the same period of the present month. This comparison shows an increase of nearly 100 per cent. It is not possible from data so imperfect, to estimate the income of the current year. The last quarter of the past year being assumed as the proper standard, the income of this year would be \$72,000; a sum nearly equal to the original estimates. But that assumption would imply what is wholly improbable—that the increase hitherto constant of the receipts of the road is to be suddenly suspended—that the travel which is daily gathering more and more towards this great line, is all at once to be checked—that the rapidly growing business and population of Richmond and Petersburg, and the country around them, have reached their maximum—that the produce and merchandize attracted from every side to this line, by the facilities it affords, will not be augmented by the same cause, as well as drawn from other points. All these are plain improbabilities, and while we have as yet no sufficient data by which to estimate the receipts of the current year, we can hardly err in placing them beyond an average of any portion of the past year, and may well expect them not only to exceed the original estimates upon which the improvement was undertaken, but to exceed them far enough to cover any probable increase of expenses, and so to produce a satisfactory profit.

The future holds out to us other and abundant sources of increased income. The present year will witness the completion of

this line of rail roads to Wilmington and to Raleigh ; and if not the completion, yet the commencement, it is to be hoped, of that long desired and indispensable link from Fredericksburg to the Potomac. The trade of Richmond is soon to be increased by the improvement and extension of the James River Canal, and will then demand a more speedy and commodious connection with ship navigation below ; a connection not to be furnished, it is believed, in any mode more perfectly or at so little cost, as by a short and cheap branch from this road to Bermuda Hundred. And though more remote, it can hardly be deemed less certain, that the wants of the southwest will compel what has long been demanded, the construction of a rail road from that quarter, terminating on some point of this road.

The Board feel great pleasure in stating that under the careful management of the Superintendent, aided by the good conduct of all under his direction, this company has been wholly exempted from those disastrous accidents which have been elsewhere so fatal and injurious. The road, depots, shops, engines, coaches, and cars, are in good order. A small but adequate supply of materials for repairs, is constantly kept on hand. The engines are of the best kind, and are fully equal to the wants of the business ; and no loss or disaster of any sort has occurred during the year, except by occasion of an unprecedented flood in September, which bursted the culvert across Kingsland Creek (since substituted by a short but substantial bridge,) and weakened the foundation of the pier under the Swift Creek bridge, which has been temporarily repaired, and will be rebuilt as soon as the state of the water shall permit. While these injuries are subjects of regret, it is still more a just cause of satisfaction, that every other portion of the line of road, though new and untried, should have passed without damage through so severe an ordeal.

The land damages along the line have, in general, been amicably settled, except in a few cases, where they were deemed particularly unreasonable, or where the owners were under some legal disability.

The Board was not able until recently, to avail itself of the

advance and loan from the commonwealth, authorized by the act of March 30th, 1838. It could only have obtained by an acceptance of them the five per cent. scrip of the State, which was below par in the market ; and would have been required to pay in cash the amount of the former loan obtained from the Executive. This was wholly impracticable, and the Board, therefore, under the authority of a resolution of the Stockholders, adopted at their last meeting, deferred all action upon the subject, until the meeting of the Legislature, not doubting that the General Assembly would make such changes in the law as would enable the company to obtain the loan without loss. A hope was also entertained, that in the meantime, some relief might be afforded by a sale of the bonds of the company in Europe. That hope was disappointed. Only forty-one in all, of those bonds, have been sold, and the proceeds applied to the discharge of the debts incurred by the company in England, for the purchase of iron, locomotive engines, and machinery.

On the 15th January last, the Legislature being then in session, the Board accepted under, the resolution aforesaid, the advance and loan from the State above mentioned, upon the terms of the act, and thereupon received from the Board of Public Works, the scrip of the State for \$50,000, bearing an interest of five per cent., which, under a law of the last session, was converted into scrip of equal amount, bearing an interest of six per cent., and has since that conversion, been disposed of on fair terms.

During the preceding summer the Board obtained from the Richmond, Fredericksburg and Potomac Rail Road Company a loan of \$40,000, which was designed to be temporary. \$30,000, in part thereof, have been repaid, and the earliest means will be adopted to discharge the residue.

It will be seen by the statements accompanying this Report, that partial and imperfect as have been the operations of the company, during the greater part of the past year, they have nevertheless yielded a small profit, which under ordinary circumstances should have been divided amongst the Stockholders, but which the exigencies of the company have required to be applied

in aid of its limited capital towards the payment of its debts. A like necessity will continue to require a similar application of the whole income of the road, until the floating debt of the company shall be otherwise provided for; in which event, it is due to the Stockholders, that the amount withdrawn from the dividend fund shall be reimbursed to it. It will also be proper to provide in time for the repayment to the commonwealth of the debt due to it. For those purposes, the Board continue to look to further sales from time to time of the coupon bonds of the company in Europe, which, though withdrawn from the market since the 15th January last, they propose again, and, as they trust, under more auspicious circumstances, to offer—unless otherwise instructed by this meeting—and, if deemed advisable, to make them convertible into stock in conformity with the resolution of the last general meeting.

The accompanying statements will show the income and expenditures of the company, as well during the past year as from the beginning of the improvement. It has been found impossible to discriminate with accuracy between the expenses properly belonging to the construction of the works of the company, and those chargeable to the current business of transportation and repairs—the latter having commenced long before the former were completed. Some enhancement, also, it may be remarked, not only of the cost of the road, but of the expenses of transportation, during the larger part of the past year, may fairly be attributed to the difficulties with which the company has had to contend in respect to its pecuniary means. The expenses properly chargeable to the current business of the year, have differed but little from the original estimates. They may be expected to increase hereafter with the business of the company, though not in the same ratio.

All which is respectfully submitted,

By order of the Board.

H. RHODES, *President*.

Whereupon, on motion, the said Report was approved.



The meeting proceeded to the election of a President, Directors and Vice President for the ensuing year—and being informed that Mr. P. C. Osborne, heretofore a Director, desired to withdraw from the Board,

On motion, Holden Rhodes was unanimously re-elected President; Messrs. R. B. Haxall, R. B. Bolling, and James Boshier, were unanimously elected Directors, and Mr. R. B. Haxall was unanimously elected Vice President.

It was announced that Messrs. William Williams and James Macfarland had been appointed Directors on behalf of the State.

On motion of James Lyons, Esq., proxy of the Board of Public Works, the following resolutions were adopted:

*Resolved*, That a Committee be appointed to prepare by-laws for the government of the affairs of the Company, which, when reported by the said Committee to the President and Directors, shall be acted upon by them until the next meeting of the Stockholders.

*Resolved*, That the President and Directors be, and they are hereby instructed to curtail, as far as practicable, with a just regard to the interest and duties of the Company, its current annual expenses.

On motion of Mr. R. B. Haxall, James Lyons, Esq., was appointed Chairman of the Committee under the first resolution; and Messrs. Horace L. Kent, Benj. Brand, Nicholas Mills, and W. P. Sheppard, were appointed by the chair under the same resolution.

The Chair appointed Messrs. H. L. Kent, R. Dudley, Benj. Brand, and F. Griffin, as the annual Committee of Examination.

And then the meeting adjourned.

## STATEMENT OF RECEIPTS AND EXPENDITURES

*Of the Richmond and Petersburg Rail Road Company, from the commencement of the work to the 15th of May, 1839, inclusive :*

## RECEIPTS :

Capital Stock, - - - -	\$500,000 00		
Less still unpaid, - - - -	8,406 87		
		491,593 13	
State Loan, - - - - -	- - - -	148,065 83	
Bank accommodations and loan from Richmond, Fredericksburg and Potomac Rail Road Company, - - - -		36,760 47	
Sales of Coupon Bonds in England, - - - -		49,720 71	
Receipts from transportation, being balance of account of receipts and expenses, 24,455 20			
Less Mail pay still due by Post Office Department, - - - - -	2,187 78		
		22,267 42	
			748,407 56

## EXPENDITURES.

Preliminary surveys, - - - - -	2,896 87		
Purchase of Manchester and Petersburg Turnpike, - - - - -	23,519 75		
Repairs of that road, - - - - -	1,122 38		
Graduation of Rail Road, - - - - -	159,988 52		
Superstructure, - - - - -	113,691 19		
Masonry, - - - - -	71,919 93		
James River Bridge—Masonry, - - - - -	49,783 03		
Superstructure, - - - - -	76,196 54		
		125,979 57	
Falling Creek Bridge, - - - - -	10,889 30		
Swift Creek Bridge, - - - - -	7,482 73		
Kingsland Creek Bridge, - - - - -	5,311 02		
Land damages, - - - - -	11,330 05		
Purchase of real property in Richmond, - - - - -	14,556 16		
Depots, water station, workshops, & machinery in shops, - - - - -	64,597 41		
Engineering expenses, - - - - -	32,303 99		
Locomotive engines and machinery, coaches and cars, - - - - -	95,444 51		
Officers' Salaries, - - - - -	5,217 33		
Purchase of Omnibus, Baggage Waggon and horses, - - - - -	2,537 57		
Interest on loans, Coupon bonds and advances of instalments, - - - - -	9,229 06		
Contingent Expenses, Newspapers, Advertising, &c. - - - - -	1,427 47		
		\$759,445 81	
This sum includes notes given by the Company, not yet at maturity, amounting to - - - - -	16,035 43		
Amount of cash payments, - - - - -	- - - -	743,410 38	
Balance on hand, - - - - -	- - - -		\$ 4,997 18

JNO. WILLIAMS, *Treasurer.*

## STATEMENT OF RECEIPTS

*From travel, freight and omnibus, during twelve months, commencing 16th of May, 1838, and ending with 15th of May, 1839.*

<i>Time.</i>	<i>Travel.</i>	<i>Freight.</i>	<i>Omnibus.</i>	<i>Total.</i>
1838—May 16th to 31, inclusive,	1,518 13	2 87	171 49	1,692 49
“ June, - -	3,462 32	9 12	394 62	3,866 06
“ July, - -	3,522 69	13 76	457 88	3,994 33
“ August, - -	2,984 47	18 63	418 75	3,421 85
“ September, - -	3,482 34	219 78	274 12	3,976 24
“ October, - -	3,647 96	432 60	210 78	4,291 34
“ November, - -	2,789 72	518 80	164 25	3,472 77
“ December, - -	3,529 40	540 85	180 72	4,250 97
1839—January, - -	3,377 96	1,259 72	127 06	4,774 74
“ February, - -	3,303 14	1,355 82	135 44	4,794 40
“ March, - -	4,047 10	1,686 56	161 19	5,294 85
“ April, - -	4,451 83	1,301 12	151 75	5,904 70
“ May 1st to 15, inclusive,	1,596 12	623 40	106 00	2,325 53
	\$41,713 19	\$7,383 03	\$2,964 05	\$52,060 27

Add mail pay for the same time, viz :

From the 16th May, to 31st December, 1838, inclusive, seven and a half months, at \$1,260 per annum,	\$787 50
From 1st January, to 15th May, 1839, inclusive, four and a half months, at \$5,581 25 per annum,	2,092 97
	2,880 47
Add balance to credit of forwarding account,	18 89
	\$ 54,959 63

*Statement of Expenses during the same time.*

Train Expenses, (hands, wood, oil, &c.,)	- - - \$8,444 27
Depot Expenses, (watchmen and hands,)	- - - 2,254 74
Repairs of Roads,	- - - 4,114 92
Repairs of Locomotive Engines, and Cars,	- - 5,046 49
Officers' Salaries, (Transportation Agent, Treasurer, Ticket and Freight Agents,)	- - - 5,189 70
Office Expenses,	- - - 159 87
Newspapers, Advertising, and Printing,	- - - 474 22
Contingent Expenses,	- - - 37 22
Postages,	- - - 10 17
Transportation of mail,	- - - 185 25
Train damages,	- - - 42 00
Train losses,	- - - 36 39
Omnibus expenses,*	- - - \$4,509 19
	\$30,504 43
	\$24,455 20

\* A share of the Omnibus expenses is to be paid by the Richmond, Fredericksburg and Potomac Rail Road Company.

## QUARTERLY RECEIPTS, MAIL PAY INCLUDED.

1838. May 16th to 31st inclusive,	-	-	-	-	-	-	1,744 99
June, July and August,	-	-	-	-	-	-	11,597 24
September, October and November,	-	-	-	-	-	-	12,055 35
December, 1838, January and February, 1839,	-	-	-	-	-	-	14,855 30
1839. March, April and May,	-	-	-	-	-	-	17,948 71
							<hr/>
							\$ 58,201 59

JNO. WILLIAMS, *Treasurer.*

PROCEEDINGS  
OF  
THE STOCKHOLDERS  
IN THE  
RICHMOND AND PETERSBURG  
RAILROAD COMPANY,  
AT  
THEIR GENERAL MEETINGS;  
AND  
REPORTS  
MADE BY THE PRESIDENT AND DIRECTORS  
TO  
THE STOCKHOLDERS.

FOURTH MEETING, MAY 27th, 1840.

RICHMOND:  
PRINTED BY P. D. BERNARD.  
1840.





## FIFTH

### MEETING OF THE STOCKHOLDERS:

HELD ON WEDNESDAY, 27TH MAY, 1840.

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On the 1st, which was the day appointed for the annual meeting, there was not a sufficient number of stockholders in attendance to proceed to business, and they adjourned over to the 26th. On the 26th there was not a sufficient number in attendance, and they adjourned over to this day, 27th, at 12 o'clock; at which hour there was still not a sufficient number in attendance, and they adjourned over 'till half past 4 o'clock, P. M.

HOLDEN RHODES was appointed chairman of the meeting, and JOHN WILLIAMS secretary.

The roll of stockholders was called; and it appearing that there were present, in person and by proxy, private stockholders entitled to 692 votes, and the proxy of the Board of Public Works, Mr. James Lyons, entitled to 209 votes, being in all 901 votes, (the whole number of votes that could be given, being 1368,) the meeting proceeded to business.

The following report was presented by the vice-president and directors, and read:

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### REPORT.

The vice-president and directors have the honor to submit the following report to the general meeting of the stockholders of the Richmond and Petersburg Railroad Company

On the 23d of August last Mr. Holden Rhodes resigned his office as president of the company; from which time the duties have been performed by the vice-president. The resignation of Mr. R. was accepted by the directors with much reluctance, as

they had appreciated in a high degree his skill and judgment as the first officer of the company.

Herewith are presented the accounts of the company for the year ending the 15th inst, prepared by the treasurer. You will find them to show a handsome advance upon the receipts of the previous year, notwithstanding there has existed during the time, an unexampled pressure in the money market, and a consequent depression in all departments of business; which must necessarily have affected trade and travel to a considerable extent. Notwithstanding this general condition of things, the item of travel shows an increase of one thousand four hundred and thirty-one dollars and eighty cents. The item of freight you will find to have increased considerably, being more than double of the previous year. This excess is to be attributed no doubt in a great degree to the James river bridge not being ready for use for about three and a half months of the first or previous year of the company's operations, after the commencement of transportation of travel only, between Petersburg and the depot at Manchester. Much, however, is due to the heavy tobacco crop of last year, to the completion of the Raleigh and Gaston railroad, and to a change which has taken place in some degree in the produce of the Roanoke and branches, seeking the market of this city by descending to Gaston, and thence by the continued line of railroads, instead of its former route by wagon transportation to Lynchburg, &c. Some also of this gain is to be attributed to a more generally diffused knowledge of the cheapness, certainty, safety and despatch with which transportation can be effected upon your road, and which has now reduced the river carriage by steamboats and lighters between this and Petersburg to less than one-fourth of the trade. Upon a close investigation of transportation accounts, you will find gratification in the fact, that an increase of income, more than two-thirds of which is derived from freight, has not been attended with an increase of expenses of but little more than one-third of that amount; thus doing away with the reproach too often applied to railroads (of a construction similar to yours,) that any increase of income, especially from freight, must be followed by a corresponding increase of expenses.

The omnibus account shows a great diminution of receipts compared with the previous year, which is to be attributed to the less use made of it by passengers, since the extension of the railroad into the city from the Manchester depot, and to the adoption of the policy of conveying all passengers free of charge between the depot of your road and that of the Richmond, Fredericksburg and Potomac Rail Road Company.

For the year ending 15th inst. the whole amount of your receipts from the several sources of income, exclusive of the amount received for freight on other roads, \$1,640 70, and the amount of ferriage on the Appomattox, \$289 85, is \$66,358 96, being \$11,399 33 more than the receipts of the previous year. Expenses for the same time, exclusive of the amount paid for freight on other roads, \$1,617 69, and the amount of Appomattox ferry expenses, \$333 97, are \$34,242 74, which is an increase of \$3,738 31 upon the expenses of the previous year.

In the month of January last a large accumulation of ice in the Appomattox, followed by a rise of water, occasioned a total loss of the bridge over that river at Pocahontas. It was the property of this company, through its purchase of all the stock in the Manchester and Petersburg turnpike. To preserve the intercourse between the depot at the southern end of this road and the town of Petersburg, on the opposite side of the river, it was necessary to establish a ferry-boat, which was done by this company, with great advantage to its trade and travel, and at very little loss. The attention of the vice-president and directors was given at an early day to the rebuilding of this bridge, which has recently been accomplished in a substantial and durable manner, at a cost of about \$1,580.

A similar collection of ice and rise of water occurring about the same time in James river, carried off a large portion of Mayo's bridge, and materially damaged the remainder, without effecting the slightest injury to the bridge which forms so beautiful and substantial a part of your road; thus showing that its location was wisely selected, and will be proof against the action of water in any form that it may come.

The condition of your depots, road, machinery, coaches, cars, &c. is excellent, and in full preparation for a much larger business, which can be conducted at no increase of expense, unless additional trains are required. At present the number running each way is three, two for passengers and one for freight, with occasionally an extra train, where occasion requires.

The existing mail schedule adopted by the postmaster-general for this route operates injuriously to your interests, by depriving this, and the roads in connexion with it, of giving that despatch to the traveller which they have the capacity to render. There is now a delay of five and a half hours at Petersburg and ten hours at Washington, which subjects the traveller to an unnecessary loss of time and to additional expense for lodging, meals, &c. This difficulty could be removed, were the postmaster-general willing to incur the expense of another steamboat on the Potomac river. As the public are sufferers by these detentions of the mail, they are beginning to notice and remonstrate against them; and it is to be hoped they will be listened to with more attention than has been given to the frequent appeals of the officers of the railroad companies forming the inland route through Virginia.\*

The completion of the two great railways leading to Raleigh and Wilmington, form an interesting era in the history of southern railroad affairs; which being of very recent occurrence, it is fair to presume that your road has not yet derived any of those advantages from them which at no distant day it must enjoy.—The road to Wilmington is connected with a line of very superior steamboats running to Charleston, owned by the same company, and forming together one of the most complete lines to be found in the Union.—Every extension of these roads to the south must be advantageous to this company; and it is understood that the present unparalleled pecuniary difficulties have not subdued the energies of that section of country. Looking north, the roads in a line with yours are all completed except  $13\frac{1}{2}$  miles of the Richmond, Fredericksburg and Potomac railroad between Fredericksburg and the Aquia. That this small link of so extended a chain should remain

\*An arrangement has since been made with the Department, by which all these delays are prevented.

unfinished, seems to be a reproach upon Virginia ; and it is to be regretted that the efforts of that company to accomplish it have not been assisted by the Commonwealth, when it is so apparent too, that her large interest in the three roads between Fredericksburg and the Roanoke would be so importantly benefited by it. The nett receipts of the Richmond and Petersburg railroad alone, not to speak of those of the more important works north and south of us, would, it is believed, be increased by the completion of the railroad between Fredericksburg and Aquia creek, by a much larger sum than the interest on the whole amount necessary to effect it. No doubt is entertained that if, on the completion of this last link in the line of northern and southern railroads through the commonwealth, the State should *so will it*, she may derive from her investments in it an important accession to her fiscal resources, and a revenue much beyond what she can expect from the same amount in any other improvement which she has fostered. To attain this result, however, it will in the humble opinion of your board, be necessary that a different policy from that hitherto acted upon should be pursued. At the present time your interests are greatly suffering in an active and necessary contest with the Chesapeake line of steamboats and the Portsmouth and Roanoke railroad company, to obtain as large a share as possible of what is termed the long travel. Travellers from the south and north have choice of the two routes at Baltimore and Weldon ; and the comforts and facilities of each line are set forth and explained to them by expensive advertisements, handbills, agents, &c. ; for almost all of which it would be an useless expenditure of money if the travel could be concentrated upon a single line. How long this warfare will continue, we shall not attempt to predict ; but it must, in our opinion, soon be perceived that *both* lines of improvement cannot pay expenses ; that the State has been so far *warring against herself* and deducting from the profits of the principal line of improvement executed within her borders—one second only in importance to her James River and Kanawha connection—without conferring benefit or the prospect of any on any other portion of her citizens.



It is no doubt well known to all of the stockholders, that this company is in debt to the Commonwealth in the sum of \$148,065 83, for money loaned. The terms upon which this loan was granted require that a return of the principal shall be commenced when the 4th semi-annual payment of the interest becomes due, which, according to our interpretation of the law, will be in January next, and then fifteen thousand dollars must be paid, and a like sum every half year afterwards, until the whole shall be liquidated. The large amount of this debt, the early periods at which it will become due, operate most injuriously to your interests, by impairing the credit of your company in the employment of officers and workmen, the hire of negroes, and in the purchase of timber, iron, fire-wood, oil, and other necessary articles; and we think it very easy of demonstration, that if the Commonwealth would convert this loan into a subscription for stock, your road at an early day will be paying dividends of at least six per cent per annum upon the whole capital, including the Commonwealth's present interest of two-fifths, or two hundred thousand dollars, and its additional stock proposed to be made by this conversion of her loan. If this estimate be right, and we feel entire confidence in it, it is evident the State will derive a larger amount per annum in the shape of dividends, than it can otherwise receive in the form of interest upon its loan. Another great advantage in the change proposed, would be the enhanced marketable value of the stock, which must remain as it now is, much below par, until your company can give to the public their only criterion of its value, viz. the amount of dividends annually declared. That this advance in the stock is much to be desired, is perfectly evident, if the Commonwealth looks to the aid of her citizens in the construction of future public works, upon the principle of a joint subscription of the State and of individuals.

We cannot conclude this report without invoking your patient reflection upon the matter just treated, and through you, the fair, liberal and thorough examination of the subject by the public at large, and particularly by the next Legislature.

All of which is respectfully submitted. By order of the Directors.

R. B. HAXALL, *V. P.*



Whereupon, on motion, the said report and the accompanying statements were accepted, and ordered to be recorded.

Mr. Lyons offered the following resolutions :

1. *Resolved*, That the offices of president and superintendent of transportation shall be consolidated, and the duties of both offices discharged by the president, and that his salary be \$ per annum.

2. *Resolved*, That stockholders who may travel upon the railroad in going to, and returning from a meeting of the stockholders, shall not be subjected to the payment of passage money.

3. *Resolved*, That no salaried officer of this company shall in future act as a proxy at any meeting of the stockholders.

4. *Resolved*, That the statements intended to be submitted to the annual meeting of the stockholders, together with the report of the president and directors, shall be prepared and printed for the use of the stockholders at least ten days before each annual meeting, and as far as practicable distributed among the stockholders as soon as printed.

On motion, *Resolved*, That the first resolution be referred to a committee of three.

AYES.	votes.	NOES.	votes.
Saml. Marx, representing	360	H. L. Kent, representing	23
R. B. Haxall,	56	Jas. Lyons,	219
James Bosher,	23	Fendall Griffin,	9
Moncure Robinson,	145	Benj. Brand,	10
Tho's Rutherford,	28	Charles Ellis, jr.	10
R. C. Nicholas,	5		
Holden Rhodes,	8		271
Wm. Williams,	5		

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630

Mr. Saml. Marx, Mr. H. L. Kent and Mr. R. C. Nicholas were appointed said committee. And, on motion, Mr. James Bosher was added.

Mr. Marx made the following report from the committee :

The committee to whom was referred the resolution of the meeting, beg leave to report : that in their opinion it is inexpedient to amalgamate the two offices of president and superintendent ;

but that the salary of the president be reduced to \$ , and the salary of the superintendent remain as at present.

On motion, *Resolved*, That said report be laid on the table.

Mr. Robinson offered the following amendment to Mr. Lyons's first resolution,—to be added thereto after the words "per annum :"

And that a salary of \$500 per annum be henceforth paid to the vice-president, and that it be his duty to render to the president such aid in the performance of the fiscal affairs of the company as the interests of the company may require.

The question being taken upon the amendment by ayes and noes, it was adopted.

AYES.		NOES.	
Saml. Marx, rep'g	360 votes.	James Boshier, rep'g	23 votes.
R. B. Haxall,	56	H. L. Kent,	23
Moncure Robinson,	145	James Lyons,	219
Thos. Rutherford,	28	Fendall Griffin,	9
Holden Rhodes,	8	Benj. Brand,	10
Wm. Williams,	5	Cha's Ellis, jr.	10
	<hr/>	R. C. Nicholas,	5
	602		<hr/>
			299

On motion of Mr. Robinson, the blank in Mr. Lyons's first resolution was filled with the sum of \$1,750. Ayes 602. Noes 299. The stockholders voting respectively as in the preceding lists.

Mr. Boshier moved that the report of the committee be adopted as a substitute for the first resolution of Mr. Lyons as amended.—The motion was negatived.

AYES.		NOES.	
Jas. Boshier, rep'g	23 votes.	Saml. Marx, rep'g	360 votes.
H. L. Kent,	23	R. B. Haxall,	56
Jas. Lyons,	219	M. Robinson,	145
F. Griffin,	9	T. Rutherford,	28
B. Brand,	10	H. Rhodes,	8
C. Ellis, jr.	10	Wm. Williams,	5
R. C. Nicholas,	5		<hr/>
	<hr/>		602
	299		

The question was then put upon the adoption of Mr. Lyons's

first resolution, which, as amended, is as follows, and it was carried in the affirmative :

*Resolved*, That the offices of president and superintendent of transportation shall be consolidated, and the duties of both offices discharged by the president, and that his salary be \$1,750 per annum. And that a salary of \$500 per annum be henceforth paid to the vice-president, and that it be his duty to render to the president such aid in the performance of the fiscal affairs of the company as the interests of the company may require.

AYES.		NOES.	
S Marx,	rep'g 360 votes.	J. Boshier,	rep'g 23 votes.
R. B. Haxall,	56	H. L. Kent,	23
M. Robinson,	145	J. Lyons,	219
T. Rutherford,	28	F. Griffin,	9
H. Rhodes,	8	B. Brand,	10
W. Williams,	5	C. Ellis, jr.	10
	<hr/>	R. C. Nicholas,	5
	602		<hr/>
			299

The question was then put upon the adoption of Mr. Lyons's second resolution, and it was carried in the affirmative.

The question was then put upon the adoption of Mr. Lyons's third resolution, and it was carried in the affirmative.

Mr. Boshier offered the following as a substitute for Mr. Lyons's fourth resolution :

*Resolved*, That the treasurer be directed to forward to each stockholder of this company a copy of the annual report of the president and directors to be made to the Board of Public Works in the month of October.

This substitute was adopted.

AYES.		NOES.	
S. Marx,	rep'g 360 votes.	R. B. Haxall,	rep'g 56 votes.
J. Boshier,	23	T. Rutherford,	28
M. Robinson,	145	J. Lyons,	219
H. L. Kent,	23	F. Griffin,	9
H. Rhodes,	8	B. Brand,	10
W. Williams,	5	C. Ellis, jr.	10
	<hr/>	R. C. Nicholas,	5
	564		<hr/>
			337

On motion of Mr. Williams, *Resolved*, That the meeting do now proceed to the election of officers for the ensuing year.

A letter from Mr. R. B. Haxall was read, declining a nomination for the office of president.

Mr. Lyons nominated Mr. Isaac A. Goddin for the offices of president and superintendent of transportation.

Mr. Robinson nominated Mr. Joseph H. Coates.

The votes were—

FOR MR. GODDIN :		FOR MR. COATES :	
J. Lyons,	rep'g 219 votes.	S. Marx,	rep'g 360 votes.
F. Griffin,	9	R. B. Haxall,	56
	<hr/>	J. Boshier,	23
	228	M. Robinson,	145
		T. Rutherford,	28
		H. L. Kent,	23
		C. Ellis, jr.	10
		R. C. Nicholas,	5
		H. Rhodes,	8
		Wm. Williams,	5
			<hr/>
			663

So Mr. Coates was declared to be duly elected president and superintendent of transportation.

On motion of Mr. Robinson, Mr. R. B. Haxall, Mr. R. B. Bolling and Mr. James Boshier were elected directors on the part of the stockholders.

Mr. William Williams and Mr. Charles Ellis jr. were announced to have been appointed by the Board of Public Works directors on behalf of the State.

On motion of Mr. Nicholas, Mr. R. B. Haxall was elected vice-president of the company.

On motion, *Resolved*, That the annual meetings of stockholders be hereafter held on the Wednesday after the fourth Monday in May.

The chair appointed Mr. H. L. Kent, Mr. W. P. Sheppard and Mr. Wyndham Robertson the annual committee of examination.

On motion, *Resolved*, That the proceedings of this meeting be printed.

*Resolved*, That this meeting do now adjourn.

## A.

## STATEMENT OF RECEIPTS AND EXPENDITURES

*For the construction of the Road, from the commencement.*

## RECEIPTS:

Capital Stock, -	-	-	-	\$500,000 00	
	Less still unpaid,	-	-	6,466 06	
					\$493,533 94
State Loan, -	-	-	-	-	148,065 83
Coupon bonds sold in England, -	-	-	-	£stg. 12,300,	54,666 67
Loans from banks and others, -	-	-	-	-	28,006 94
					724,273 38
Appropriation from the profits of transportation, -	-	-	-	-	48,641 92
Total of receipts, -	-	-	-	-	\$772,915 30

## EXPENDITURES:

Preliminary surveys, -	-	-	-	\$2,896 87	
Land damages, -	-	-	-	11,553 59	
Purchase of Manchester and Petersburg turnpike, -	-	-	-	23,541 35	
Repairs of that road before commencement of transportation, -	-	-	-	1,389 97	
Graduation of railroad, -	-	-	-	163,497 75	
Superstructure, -	-	-	-	111,270 24	
Masonry, -	-	-	-	72,077 96	
James river bridge, -	Masonry,	\$49,783 03			
	Superstructure,	81,083 56			
				130,866 59	
Falling creek bridge, -	-	-	-	10,889 30	
Swift creek bridge, -	-	-	-	9,655 33	
Kingsland creek bridge, -	-	-	-	5,311,02	
Purchase of real property in Richmond, -	-	-	-	19,556 16	
Depots, water station, workshops and machinery in shops, -	-	-	-	68,847 62	
Engineering expenses, -	-	-	-	32,403 99	
Locomotive engines, and machinery, coaches and cars, -	-	-	-	97,436 93	
Officers' salaries, -	-	-	-	5,717 33	
Purchase of omnibus, baggage wagon and horses, and building stable, -	-	-	-	2,736 42	
Contingent expenses, newspapers, advertising, &c. -	-	-	-	1,944 61	
Interest on loans, and advances of instalments before the commencement of transportation, after deducting interest received on instalments in arrear, -	-	-	-	6,624 91	
Whole cost of the road and property, to 16th May, 1840, -	-	-	-	\$778,217 94	
Deduct amount of notes given in payment, not yet at maturity, -	-	-	-	5,302 64	

Total of cash payments, - - - \$772,915 30  
 16th May, 1840. JNO. WILLIAMS, Treasurer.

## B.

STATEMENT OF THE INCOME FROM TRANSPORTATION, from 16th May, 1839, to 15th May, 1840, inclusive.

Months.	Local Travel.	Long Travel.	Freight.	Freight forwarded on other roads.	Omnibus.	James River Bridge tolls.	Appomattox Ferry.	Totals.
1839.								
May 16 to 31, inclusive,	\$2,217 11	\$125 31	\$598 60	\$148 00	\$45 75	-	-	\$3,134 77
June, -	3,113 66		1,224 85	292 68	64 25	-	-	4,695 44
July, -	3,451 08	489 42	1,011 76	49 78	58 75	-	-	5,060 79
August, -	3,194 80	634 32	1,778 35	45 31	44 25	-	-	4,697 03
September, -	4,079 95	447 39	1,000 34	67 59	58 25	-	-	5,653 52
October, -	3,232 60	356 86	1,206 12	117 66	38 50	-	-	4,951 74
November, -	2,692 73	372 85	958 47	44 22	26 46	-	-	4,094 73
December, -	2,906 02	218 93	968 09	34 76	33 75	-	-	4,161 55
1840.								
January, -	3,388 40		1,391 36	34 25	32 22	\$275 62	\$29 00	5,150 85
February, -	3,144 22	203 89	1,751 55	63 82	19 50	390 50	104 07	5,677 55
March, -	2,988 20	402 89	1,966 50	176 86	17 66	175 76	67 25	5,795 12
April, -	3,248 51	419 98	2,041 46	330 04	13 87	132 71	87 52	6,274 09
May 1 to 15, inclusive,	1,815 87	Receivable in June.	1,217 34	235 73	15 00	-	2 01	3,285 95
Mail pay for the year,	-	-	-	-	-	-	-	5,511 30
Premiums and discounts, balance at credit of the account for the year,	-	-	-	-	-	-	-	-
Totals, -	\$39,473 15	\$3,671 84	\$16,114 79	\$1,640 70	\$468 21	\$974 59	\$289 85	\$68,289 51
								145 08

JNO. WILLIAMS, Treasurer.

16th May, 1840.



## c.

## STATEMENT OF TRANSPORTATION EXPENSES,

*From 16th May, 1839, to 15th May, 1840, inclusive.*


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Train expenses, (hands, wood, oil, &c.)	-	-	-	\$8,684 17
Depot expenses, (watchmen and hands,)	-	-	-	3,662 49
Repairs of railroad,	-	-	-	6,193 00
Repairs of turnpike,	-	-	-	58¢ 20
Repairs of locomotive engines and cars,	-	-	-	4,911 30
Officers' salaries, (president, treasurer, transportation agent, ticket and freight agents,)	-	-	-	6,802 37
Office expenses,	-	-	-	50 92
Newspapers, advertising and printing,	-	-	-	185 94
Contingent expenses, including \$73 counterfeit and broken bank money received of passengers,	-	-	-	268 57
Postages,	-	-	-	11 75
Train damages,	-	-	-	2 27
Train losses,	-	-	-	551 59
Omnibus,	-	-	-	1,958 19
Transportation of mail in Petersburg and Richmond,	-	-	-	268 60
Collection of James river bridge tolls,	-	-	-	105 98
Forwarding freight on other roads,	-	-	-	1,617 69
Appomattox ferry,	-	-	-	333 97

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Amount of current expenses of the year, - \$36,194 40

Rebuilding Appomattox bridge,	-	-	-	\$959 21
Interest on Coupon bonds in England in 1838, '39 and '40, heretofore charged in construction accounts, but properly chargeable to transportation, having accrued after the commencement thereof,	-	-	-	5,568 47
Interest on loans paid in 1838, '39 and '40, do. do.	-	-	-	3,526 58
				<hr/> 10,054 26

				46,248 66
Deduct amount of notes not yet at maturity, and amount of open accounts, both of which items are comprised in the above,	-	-	-	5,597 38
				<hr/>

Amount of cash payments, - - - \$40,651 28

16th May, 1840.

JNO. WILLIAMS, *Treasurer.*

## STATEMENT OF CASH ACCOUNT.

THE RICHMOND AND PETERSBURG RAILROAD COMPANY,  
*In account with JOHN WILLIAMS, Treasurer.*

1840. May 16.	DR.	DR.	CR.
To amount of cash payments for construction, pr. statement A,		\$772,915 30	
To amount of expenses of transportation for the year 1838-'39, pr. report of that year,		30,504 43	
To amount of account of expenditures, pr. statement C.		40,651 28	
To balance,		4,833 64	
1840. May 16.	CR.		
By amount of receipts for construction other than the appropriation from transportation profits, said appropriation being comprised in the credits hereafter given, pr. statement A,			\$724,273 38
By amount of receipts from transportation for the year 1838-'39, pr. statement of that year,		\$54,959 63	
Less fines charged by Post Office department in settle- ment for mail pay for 1838, \$14 82			
And less difference between the then estimated mail pay, \$5581 25, and the sum finally agreed, \$5511 30 = 69 95 pr. annum—for 4 1-2 months,	26 24		
	<u>41 06</u>		
			54,918 57
By proportion of the Richmond, Fredericksburg & Potomac Railroad Co. of omnibus expenses for the year 1838-'39,		\$888 18	
Do. do. do. 1839-'40,		1,253 92	
			2,142 10
By amount of receipts from transportation for the year 1839-'40, pr. statement B.		\$68,299 51	
Less 1 1-2 month's mail pay not rec'd,		\$688 91	
And three fines,		30 00	
	<u>718 91</u>		
			67,570 60
		<u>\$848,904 65</u>	<u>\$848,904 65</u>
1840. May 16—By balance brought down,			\$4,833 64
16th May, 1840.		JNO. WILLIAMS, Treasurer.	

# REPORT

OF THE

PRESIDENT AND DIRECTORS

OF THE

RICHMOND & PETERSBURG

RAILROAD COMPANY,

TO THE

BOARD OF PUBLIC WORKS,

*Of the State of the Company for the Year ending 30th Sept. 1840.*

RICHMOND:

PRINTED BY PETER D. BERNARD.

1840.



## REPORT.

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The President and Directors of the Richmond and Petersburg Railroad Company have the honor to submit to the Board of Public Works the following Report :

During the past year nothing extraordinary has occurred in the operations of the Road. The statement drawn up by the Treasurer, which accompanies this, will show the state of the fiscal affairs of the Company on the first of October. It will be seen that a considerable reduction of the outstanding debt on account of Construction has been effected, and that the amount yet due on the same account, excepting the loan from the State, and the Coupon Bonds, (which last are not yet redeemable,) could be paid off by the profits of the ensuing year. That done, but for the debt due to the State, the Company would be enabled to apply its profits to their proper purpose, the payment of dividends. The engagements of the Company have been so pressing, that to meet them, we have been unwillingly compelled to defer the payment of the interest due on the loan from the Commonwealth. It will also be out of our power to commence the return of the principal at the period prescribed by the law authorising the loan, which is now near at hand. The action of the Legislature in some form, at an early day, seems to be necessary to avert the disastrous effects on the credit of the Company, which would result from enforcing payment of either principal or interest. Owing to circumstances, most of the contracts and purchases of the Company are made on time, and as its credit has been preserved thus far, great difficulty and increased expense would follow its destruction. In our humble opinion, a conversion of the loan into stock would be the measure best calculated to relieve the

Company from its embarrassments ; and as it is shown by the statements that the State would almost immediately thereafter receive fair dividends on its whole investment, it is hoped that the Board of Public Works will consider the propriety of recommending the proposed conversion. A gratifying increase of receipts will be seen on comparing the statement of this year with that of the last year.

The Road, Engines and Cars are in good condition. Some of the defects inseparable from the kind of superstructure are indeed **apparent**, but as we have adopted the plan, so consistent with true economy, of repairing in time, we expect to keep the road in good travelling order.

The attention of every one connected with the management of our Virginia Railroads has been directed to the marked difference between the expenses of roads with heavy iron rails, and those with wooden rails plated with thin iron. It cannot be doubted that it would be good policy to substitute iron rails for wooden ones on this whole line of railroads at an early day. It is destined to continue to be, as it is now, the great thoroughfare between the North and South, and will well repay the cost of such an improvement.

The interests of this Company, in common with the whole line, have been suffering from the change in the mode of connecting with the Wilmington and Roanoke Railroad, rendered necessary by the arbitrary refusal of the Portsmouth and Roanoke Railroad Company to stop for our passengers at their Depot at Garysburg. By the present arrangement, although the traveller is not detained on the route, the nett receipts of each Company are materially reduced.

All which is respectfully submitted.

*By order of the Board.*

JOS. H. COATES, *President.*



*Return of the state of the Richmond and Petersburg Railroad Company for the year ending 30th Sept. 1840.*

Capital Stock, 5,000 shares of \$100,	-	-	-	\$500,000 00
Subscribed by individuals, 3000 shares,	\$300,000	00		
Subscribed by the State, 2000 do.	200,000	00		
				<hr/> 500,000 00
Due from individuals on ac't of subscriptions,	5,726	06		
Due from State on do. do.	00	00		
Debts due to the Comp'y other than for subscriptions,	459	29		
				<hr/> 6,185 35
Debts due from the Company—				
To the Commonwealth, for money borrowed,	148,065	83		
By Coupon Bonds in England, £12,300 stg. do.	54,666	67		
To Bank of Virginia and Farmers' Bank,	17,280	00		
To Richmond, Fredericksburg & Pot. R. R. Co.	4,870	61		
To individuals,	-	18	92	
Open accounts, bonds and notes,	-	8,699	70	
				<hr/> 233,601 73
Cash receipts from all sources from the commence-				
ment of the work to this date,	-	879,189	54	
Cash expended in the work, and for transportation,				
from do. to do.	-	875,693	68	
Dividends declared from do. to do.	-	-	none.	

*Statement of Receipts and Expenditures within the year.*

Balance of money on hand pr. last Annual Report,	\$2,065	76		
Add Receipts during the year, viz:				
For Capital Stock instalments paid up by individuals,	740	00		
From Transportation,	-	68,128	41	
Freight on other roads on goods forwarded,	4,380	79		
Temporary tolls and ferriages,	-	1,264	44	
				<hr/> 5,645 23
Debts received and materials sold,	-	2,887	41	
				<hr/> 79,466 81
Deduct Disbursements during the year, viz.				
Repairs of Road, Engines and Cars,	-	14,724	06	
Officers' Salaries, viz. President, Treasurer, Ticket				
and Freight Agents,	-	6,978	09	
Other expenses of Transportation,	-	14,707	23	
Interest paid,	-	3,454	48	
Freight on other roads on goods forwarded,	4,577	94		
Expense of collecting temporary tolls and				
ferriages,	-	439	95	
				<hr/> 5,017 89
Debts paid on account of Construction,	-	38,588	90	
				<hr/> 83,470 65
Deduct Notes of the Company included in the				
above disbursements not yet at maturity,	7,499	70		
				<hr/> 75,970 95
Balance of money on hand,				<hr/> \$3,495 86

RICHMOND, 1st Oct. 1840.

JNO. WILLIAMS, *Treasurer.*



## STATEMENT,

*Showing the number of Officers of the Richmond and Petersburg Railroad Company, and the Compensation of each.*

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President and Superintendent,	-	-	per annum,	\$1,750
Treasurer,	-	-	do.	1,000
Two Clerks at Richmond Depot,	\$600	each,	do.	1,200
Two do. at Petersburg Depot,	\$500	each,	do.	1,000
Overseer of Road,	-	-	do.	800
Foreman of Workshops,	-	-	do.	780
				<hr/>
				\$6,530



PROCEEDINGS  
OF  
THE STOCKHOLDERS  
IN THE  
RICHMOND AND PETERSBURG  
RAILROAD COMPANY,  
AT  
THEIR GENERAL MEETINGS;  
AND  
REPORTS  
MADE BY THE PRESIDENT AND DIRECTORS  
TO  
THE STOCKHOLDERS.

SIXTH MEETING, JUNE 2nd, 1841.

RICHMOND:  
Printed by P. D. Bernard.  
1841.





## SIXTH MEETING OF THE STOCKHOLDERS,

HELD ON WEDNESDAY, 2ND JUNE, 1841.

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On the 26th ultimo, which was the day appointed for the annual meeting, there was not a sufficient number of stockholders in attendance to proceed to business, and they adjourned over to the 1st instant: on which day there was likewise not a sufficient number in attendance, and they again adjourned over to this day.

HOLDEN RHODES was appointed chairman of the meeting, and JOHN WILLIAMS secretary.

The roll of stockholders was called; and there appearing to be present, in person and by proxy, private stockholders entitled to 525 votes, and the proxy of the Board of Public Works, Mr. James Lyons, entitled to 209 votes, being in all 734, (the whole number of votes that could be given being 1371,) the meeting proceeded to business.

The following report was presented by the president and directors and read.

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## REPORT.

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The president and directors of the Richmond and Petersburg Railroad Company have the honor to submit to the stockholders the following report.

The statements of the treasurer will give in detail the receipts and expenditures for the year ending on the 15th inst. By refe-

rence to the report for the previous year, it will be seen, that, exclusive of freight received for other roads, and of tolls from James River bridge and Appomattox ferry, the receipts were \$65,384 37. The last two sources of revenue were temporary, and had ceased before the last annual meeting. The receipts for this year, after deducting a small amount of tolls received within it, are \$71,077 55, being an increase of \$5693 18. The freight has increased \$5682 55, and the travel \$510 34. The omnibus has paid less, owing to passengers having been carried the whole year free of charge, when going directly from one railroad to the other. The Richmond, Fredericksburg and Potomac Railroad Company pays one half of its expenses.

The current expenses of the year are \$40,551 99. About \$1500 of the charge for repairing engines and cars has been applied to their permanent improvement, in part by altering an engine from four to six wheels, and a passenger car from four to eight wheels. The expenses have been increased by the necessity for running an additional train for the mail, during the whole year, at hours of the night which did not suit our local travel, excepting for a few weeks in one direction. The renewal of some of the timber in the road became necessary last summer, and has swelled the cost of repairs.

We are disappointed in the receipts from travel. A handsome increase was expected from the completion of the Wilmington and Roanoke Railroad, but the continued embarrassments of the country have sensibly affected that great line, and with it the one of which your road forms a part. The Raleigh and Gaston Railroad has added considerably to your freight, and when trade revives, these two roads will give you a valuable travel. The difficulty in relation to the Weldon bridge between the Portsmouth and Petersburg Companies yet exists. A negotiation for the sale of half the bridge was lately broken off by the inability of the Portsmouth Railroad Company to make a title satisfactory to the Petersburg Railroad Company. On the refusal of the Portsmouth Company to carry our passengers across the bridge in their cars, it was deemed advisable to reduce the fare from

Weldon to Baltimore. It is much to be regretted that a contest so injurious to both lines should be continued so long.

At the next meeting, it may be necessary for you to express some opinion in relation to the renewal of the mail contract which will expire the last of June, 1843. When the contract was made, the compensation was known to be inadequate, but was agreed to from a desire to prevent the inconvenience to the public which would follow an attempt to carry the mail on the parallel stage roads. We give up to the Post Office Department the control of the hours of departure; are obliged to run at high speed to deliver in time, and with all the responsibilities attached to the service, receive no greater pay than we do for carrying leisurely the same room filled with merchandise. The opinion that Railroad Companies ought to be satisfied with cost for carrying the mail, is erroneous. There is no reason why they should not receive a fair profit on this, as well as on their passengers and freight. Passengers are now carried with the mails in sixty-eight hours from New York to Charleston. In going north, there is a delay of more than twelve hours in Baltimore which would be prevented by a night line to Philadelphia.

A fruitless application was made to the Legislature at its late session for the conversion of the loan from the state into stock of the company. Unless this be done, the profits from transportation must be applied to the payment of principal and interest of the loan, until paid in full, instead of being divided among the stockholders.

It is already known to many of you, that the Legislature did not grant to the Richmond, Fredericksburg and Potomac Railroad Company, the comparatively trifling aid which would enable it speedily to finish the road between Fredericksburg and the Potomac, the only gap in steam communication between Maine and Georgia. It is not less a reproach to the state among strangers, than an objection to the line, exaggerated as its inconveniences often are. The company is, however, applying all available means to its completion, and we may look forward to the time when, with ice boats on the Potomac, the trip to Washington will be made as easily in winter as in summer. An improvement

so great will not only give us a larger share of the present travel, but will invite many who cannot now encounter a journey in the winter.

Your road labors under a disadvantage from its want of greater length. A few miles more would add far more to the receipts than to the expenses. Since the road cannot be extended beyond its present terminations, the construction of branches is the only way to increase its business. A survey has been made for one to Bermuda Hundred on James River, where vessels for foreign ports receive their cargoes from Richmond. The ground is remarkably favorable, and the distance about ten miles, making twenty-five miles from Richmond to the shipping. The security and speed with which produce and imported goods could be carried, and the situation of your depot, so near the warehouses, canal basin and mills, would give you a large freight business. Not less important would be the travel between the city and shipping, and to and from the Norfolk steamboats, whose owners would find it to their interest to avoid the tedious windings of the river by stopping at the railroad wharf. The discovery of extensive beds of bituminous coal on the north side of the Appomattox, may have an important bearing on this subject. The proprietors are desirous of shipping their coal, but cannot bear the expense of hauling by wagon to the river. If the proposed branch were made, they might haul to it, and having shown the business to be productive, could obtain aid in making a road to connect with yours. Thus they could also supply Petersburg at low rates of freight.

Respectfully submitted by order of the Board of Directors.

JOS. H. COATES, *Pres't.*

*Richmond, May 26, 1841.*

Whereupon, on motion, the said report, and the accompanying statements were received and ordered to be recorded.

On motion, *Resolved*, That the meeting do now proceed to the election of President and Superintendent of Transportation for the ensuing year.

Whereupon, Mr. Joseph H. Coates was unanimously re-elected

to the office of President and Superintendent of Transportation for the ensuing year.

The meeting then proceeded to the election of three directors for the ensuing year.

It was signified to the meeting by Mr. Samuel Mordecai, that Mr. Robert B. Bolling declined being nominated for re-election as director.

Whereupon, Dr. John Bragg, Mr. R. B. Haxall, and Mr. Jas. Bosher were unanimously elected directors for the ensuing year.

Mr. R. B. Haxall was unanimously re-elected Vice President for the ensuing year.

The chair appointed Messrs. Samuel Taylor, Nicholas Mills and James W. Ford the annual committee of examination.

On motion of Mr. R. B. Haxall, *Resolved*, That the annual meetings of this Company shall hereafter take place on the Tuesday after the last Monday in May.

And then the meeting adjourned.

## A.

## STATEMENT OF RECEIPTS AND EXPENDITURES

*For construction of the Road.*

## RECEIPTS.

Amount reported last year, - - -	\$772,915 30	
Deduct therefrom amount of reduction effected in the past year in loans from banks and others,	11,868 66	
		\$761,046 64
Received in the past year,—from Commonwealth of Virginia, balance of loan of \$150,000,	\$1,934 17	
From stockholders' arrears of instalments,	740 00	
	\$2,674 17	
Appropriation from profits of transportation in the past year - - - - -	18,489 11	
		21,163 28
		<u>\$782,209 92</u>

## EXPENDITURES.

Amount reported last year, per statement A.	\$778,217 94	
Expended in the past year:		
Land damages, - - -	\$1,153 04	
Purchase of Manchester and Peters- burg Turnpike, - - -	90 00	
Superstructure, - - -	204 35	
Masonry, - - -	77 62	
James River bridge superstructure,	3,483 80	
Swift Creek bridge, - - -	100 10	
Kingsland Creek bridge, - - -	185 40	
Purchase of real property in Richmond,	61 08	
Depots and workshops, - - -	977 89	
Locomotive engines and machinery,	79 65	
Contingent expenses, commission for collecting instalments in Petersburg, &c. - - - - -	402 95	
	<u>\$6,815 88</u>	
Deduct credits during the past year:		
Timber sold heretofore charged to James River bridge super- structure, - - -	\$22 08	
Machinery sold, charged to lo- comotive engines and cars, - - -	524 28	
Received of Richmond, Frede- ricksburg and Potomac Rail Road Company, their propor- tion of cost of omnibus, bag- gage wagon and horses, - - -	1,096 59	
Interest received from said Company and stockholders, - - -	308 59	
	<u>\$1,951 54</u>	
Amounts carried forward,	\$4,864 34	\$4,864 34 \$782,209 92



<i>Amount brought forward,</i>	\$4,864 34	\$4,864 34	\$782,209 92
Deduct amount of notes given in payment not at maturity, - - - -	872 36		
	<hr/>		
Nett amount of cash payments during the year, - - - -	\$3,991 98		
	<hr/>		
Whole cost of road and property to May 16, 1841,		\$783,082 28	
Amount of notes not yet at maturity, as above deducted, - - - -	872 36		
	<hr/>		
Whole amount of cash payments,	-		\$782,209 92
16th May, 1841.	JNO. WILLIAMS, Treasurer.		

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## B.

### STATEMENT SHOWING THE RECEIPTS OF MONEY

*From all sources on construction account to 16th May, 1841.*

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Of capital stock, - - - -		\$494,273 94
Loan from the State, - - - -	\$150,000 00	
Coupon bonds sold in England, £12,300 sterling, at par,	54,666 67	
Loans from banks and others,	16,138 28	
	<hr/>	\$220,804 95
Appropriations from profits of transportation:		
In two years, per last year's report, statement A. - - - -	\$48,641 92	
During the past year, per statement A. - - - -	18,489 11	
	<hr/>	\$67,131 03
		<hr/>
Whole amount of money received from all sources,		\$782,209 92
16th May, 1841.	JNO. WILLIAMS, Treasurer.	

## C.

## STATEMENT OF THE INCOME FROM TRANSPORTATION,

*From 16th May, 1840, to 16th May, 1841.*

Months.	Local Travel.	Long Travel.	Freight.	Omnibus.	Totals.
1840.		For all May.			
May 16 to 31, inclusive,	\$1,565 41	\$446 12	\$1,226 84	\$18 75	\$3,257 12
June, - -	3,334 42	418 00	1,887 91	14 00	5,654 33
July, - -	3,478 37	363 47	1,422 43	5 50	5,269 77
August, - -	3,366 39	287 29	1,453 14	2 00	5,108 82
September,	3,061 12	516 67	1,251 79	75	4,830 33
October, -	4,691 90	471 00	1,651 36	-	6,814 26
November,	2,482 50	450 93	1,346 02	4 00	4,283 45
December, -	3,071 34	346 91	1,464 74	50	4,883 49
1841.					
January, -	3,110 40	168 77	1,920 28	-	5,199 45
February, -	2,865 73	494 39	1,962 77	1 50	5,324 39
March, - -	3,236 71	550 55	2,189 73	-	5,976 99
April, - -	2,977 10	232 55	2,412 19	-	5,621 84
May 1 to 15, inclusive,	1,667 29	Receivable in June.	1,608 14	15 15	3,290 58
	\$38,908 68	\$4,746 65	\$21,797 34	\$62 15	\$65,514 82
Mail pay for the year,	-	-	-	\$5,511 30	
Less fines,	-	-	-	20 00	
					5,491 30
Premiums and discounts, balance at credit of the account,	-	-	-	-	71 43
Ferriages on Appomattox river,	-	-	-	-	1 75
Tolls on James river bridge,	-	-	-	-	1 25
					\$71,080 55

16th May, 1841,

JNO. WILLIAMS, *Treasurer.*

**D.****STATEMENT OF TRANSPORTATION EXPENSES,***From 16th May, 1840, to 16th May, 1841.*


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Train expenses, (hands, wood, oil, &c.)	-	-	-	\$10,194 72
Depot expenses, (watchmen, hands, &c.)	-	-	-	3,653 46
Repairs of rail road,	-	-	-	11,859 34
Repairs and alterations of locomotive engines and cars,	-	-	-	8,383 81
Officers' salaries (President, Vice President, Treasurer, Ticket and Freight Agents),	-	-	-	5,354 07
Office expenses,	-	-	-	60 36
Newspapers, advertising and printing,	-	-	-	540 46
Contingent expenses,	-	-	-	230 74
Postages,	-	-	-	25 01
Train damages (cattle, &c. killed, and damages by fire),	-	-	-	52 00
Train losses, (goods damaged and lost),	-	-	-	299 19
Omnibus and baggage wagon,	-	-	-	2,171 02
Transportation of mail and baggage in Petersburg and Richmond,	-	-	-	442 25
				<hr/>
				\$43,266 43
Deduct amount of notes given in payment not yet at maturity, and salary unpaid, which are included in the above,				4,423 90
				<hr/>
Amount of cash payments,	-	-	-	\$38,842 53
				<hr/>

*Statement showing the Current Expenses of the year.*

Amount brought down,	-	-	-	-	\$43,266 43
Deduct proportion of omnibus and baggage wagon expenses, charged to Richmond, Fredericksburg and Potomac Rail Road Company, one half of	-	-	-	\$2,171 02	
Less receipts from omnibus during the year,	-	-	-	62 15	
				<hr/>	
				\$2,108 87	
				<hr/>	
Deduct estimate of rails and spikes on hand,				\$1,054 44	
				1,660 00	
				<hr/>	\$2,714 44
Amount of current expenses of the year,	-	-	-	-	\$40,551 99

16th May, 1841.

JNO. WILLIAMS, *Treasurer.*

## E.

## STATEMENT OF CASH ACCOUNT.

THE RICHMOND AND PETERSBURG RAILROAD COMPANY,		<i>In account with JOHN WILLIAMS, Treasurer.</i>	
		DR.	CR.
1841. May 16.			
By balance brought from last year's account, statement D.			\$4,833 64
By mail pay deducted from said account, since received,			688 91
By cash received of Richmond, Fredericksburg and Potomac Railroad Company on account of omnibus expenses of former years in addition to credits heretofore given,			100 91
By amount of receipts on construction account during the past year, per statement A. other than the appropriation from transportation profits, which is comprised in the following credit for receipts from transportation,			2,674 17
By amount of receipts from transportation, per statement C.			71,080 55
By cash received, freight on other roads on produce and goods,			10,626 12
To amount of notes deducted in account of construction expenditures last year, statement A. since paid,	\$5,302 64		
To do. deducted in account of transportation expenses last year, statement C. since paid,	5,597 38		
To amount of payments made of loans in the past year, per statement A.	11,868 66		
To amount of cash payments for construction, per statement A.	3,991 98		
To do. for transportation, per statement D.	38,842 53		
To cash paid on account for rebuilding omnibus,	\$400 66		
Less received of Richmond, Fredericksburg and Potomac Railroad Co.	246 97		
		153 69	
To cash paid interest on loans from banks, &c.	\$5,084 44		
Do. on Coupon bonds 1 year, \$3,705 20			
Less note given for do. not yet at maturity,	1,874 95		
	1,830 25		
		6,914 69	
To cash paid freight on other roads on produce and goods,		9,244 90	
To do. expense of Appomattox ferry,		44 12	
To do. rebuilding Appomattox bridge,	\$2,014 37		
Less charged last year, statement C.	959 21		
		1,055 16	
To amount of uncollected freights credited as cash,		2,047 75	
To balance due by postoffice department do.		3,115 41	
To balance due to the Company,		1,825 39	
		\$90,004 30	\$90,004 30
1841. May 16—By balance in hand brought down,			\$1,825 39
16th May, 1841.		JNO. WILLIAMS, Treasurer.	

PROCEEDINGS  
OF  
THE STOCKHOLDERS  
IN THE  
RICHMOND AND PETERSBURG  
RAILROAD COMPANY,  
AT  
THEIR GENERAL MEETINGS;  
AND  
REPORTS  
MADE BY THE PRESIDENT AND DIRECTORS  
TO  
THE STOCKHOLDERS.

SEVENTH MEETING, JUNE 1st, 1842.

RICHMOND :  
Printed by P. D. Bernard, Museum Building.  
1842.





# SEVENTH

## MEETING OF THE STOCKHOLDERS,

HELD ON WEDNESDAY, 1ST JUNE, 1842.

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On the 31st ultimo, which was the day appointed for the Annual Meeting, there was not a sufficient number of stockholders in attendance to proceed to business, and they adjourned over to this day.

JAMES LYONS was appointed Chairman of the meeting, and JOHN WILLIAMS, Secretary.

The roll of stockholders was called; and there appearing to be present, in person and by proxy, private stockholders entitled to 518 votes, and the proxy of the Board of Public Works, Mr. James Lyons, entitled to 209 votes, being in all 727, (the whole number of votes that could be given being 1,372,) the meeting proceeded to business.

The following report was presented by the President and Directors and read.

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## REPORT.

---

The President and Directors of the Richmond and Petersburg Railroad Company have the honor to submit to the stockholders their report for the year ending on the 15th May, 1842.

The Treasurer's statements show that the receipts are less than those of the last year by the sum of \$4,949 10, the whole of which deficiency has occurred since the first of January last. The low price of tobacco during the spring has induced the planters to

hold it back, so that the number of hogsheads this year is about 2,500 less than the number carried last year. This, with the loss of the travel which always accompanies tobacco, will account for a large portion of the deficiency. For the rest, we have only to point at the general stagnation of business, deeming it a favorable sign of the stability of your business, that the receipts have fallen off so little.

Every year shows more clearly the advantages to be derived from the construction of a branch to navigable water. Information having been received of a point on the Appomattox to which it was said the largest vessels could be brought, the Board, conjointly with some gentlemen interested in the coal trade, requested Mr. J. H. Hopkins, a well known skilful engineer, to survey a route for a branch road, and to ascertain the depth of water from City Point up to the proposed landing. Referring you to his report for details, we may state that any vessel which can pass Harrison's bar in James River can without difficulty come up to a point less than three miles from your road, and little more than six from City Point. The distance of the landing from Richmond would be  $19\frac{1}{2}$  miles, affording to merchants a rapid transportation of cargoes both ways. An arrangement could be made with the Norfolk boats for delivering and receiving their passengers at the railroad wharf, which alone would be a profitable business. The same engineer has made a survey of a route from the coal pits on Winterpock Creek to a point about midway of your road, and finds the ground to be remarkably favorable. The distance is sixteen miles, and we are induced to believe that the company chartered for the purpose will commence the work at no very distant day. The estimated cost of the branch, with all appurtenances and the wharves required for a moderate coal and passenger business, is \$22,000. Probably an arrangement may be made for building it by which the profits of the work itself will meet a considerable portion of the payments. The motive power of the Company is ample for the commencement of the business. Impressed with the importance of this subject, the Board recommend that they be authorised to contract for the work, if, on further inquiry they deem it expedient.

The persevering efforts of the Richmond, Fredericksburg and Potomac Railroad Company have so far completed their road to the river that its opening for travel early next winter is certain. The want of a proper connexion between the Petersburg and Wilmington roads at the Roanoke continues to be a serious disadvantage to the whole line. We cannot but hope that an object attained with so little proportionate expense will no longer be neglected by the Company, on whom its completion devolves.

Respectfully submitted by order of the Board.

JOS. H. COATES, *President.*

*May 31, 1842.*

To Jos. H. Coates, Esq. President, and others, subscribers to the survey for a railroad from the Winterpock coal mines, to the Richmond and Petersburg Railroad, and for the branch from the latter road to tide water, the undersigned respectfully submits the following

## REPORT.

A preliminary examination of a route which had been suggested, from the coal mines by the way of Chesterfield Court House, to the railroad near the "water station," was followed by a survey of that route, which was found remarkably favorable for the construction of a railroad.

The length of this line is sixteen miles. It generally follows the course of a ridge, is very direct, and free from objectionable rates of curvature and grade. The cost of a good railroad for coal transportation, adapted to the use of locomotive power, is estimated at \$105,000.

In order to ascertain the most advantageous branch from the Richmond and Petersburg Railroad to a desirable shipping point, actual soundings were taken of the Appomattox River, from a landing which had been suggested, near "Bakehouse Branch," five or six miles above the mouth of the river, and below that point a good channel was found of, and exceeding 19 feet depth, to its entrance into James River, and 14 feet depth at low

water on the bar there ; this bar, however, is known to admit the passage of vessels drawing as much water as can be carried over "Harrison's bar," and therefore offers no serious obstacle.

A favorable shore for wharfing purposes is found at the landing indicated, which appears to the undersigned to offer many advantages, as the termination of a branch to shipping, without which the Richmond and Petersburg road was never considered complete by its projectors, and especially by the distinguished engineer who superintended its location and construction.

The branch to this landing commences about  $16\frac{1}{2}$  miles from Richmond, south of the crossing of the turnpike road, on the lands of John Walthall, Esq. who evinces a liberal disposition towards the Company. The length of the line is 2 miles 4,680 feet, and its cost, including the necessary wharves for a moderate coal and passenger business, is estimated at \$22,000.

The construction of these two roads will be perceived, on examination, to accomplish most important objects, both to the coal interests on Winterpock, and to the Richmond and Petersburg Railroad Company, who are particularly and deeply interested in the branch to tide water.

The coal interests attain a continuous railroad transportation to Richmond, Petersburg and shipping, the charge on which at a remunerating toll to the railroad companies, or even at the highest legal charge, will be moderate, compared with any other mode of conveyance from those rivers.

It is well known that most of the railroads for coal transportation in Virginia have been profitable, and it is believed that none has had more advantages than would be possessed by the proposed "Clover Hill Railroad." The Richmond and Petersburg Company being amply provided with locomotive power, shops, &c. will be able advantageously to contract for doing the transportation, and the "Clover Hill" Company will thus be relieved of the necessity of providing those costly fixtures, and may simply charge a toll for the use of their road and keeping it in repair.

A toll of two cents a bushel on a million of bushels (a moderate estimate of the production of those mines with such access

to market) will yield that railroad an annual surplus of \$10,000, besides maintaining the road and paying a dividend of six per cent. per annum.

The Richmond and Petersburg Railroad Company, on their part, will derive for the use of their road and branch, and from the coal transportation on both roads, not less than a nett profit of \$15,000 to \$20,000 per annum. This Company would receive other accessions to its business by the construction of the proposed branch to shipping, (from the passenger business connected with a line of steamboats down James River, transportation of produce, and other items,) which cannot be extravagantly estimated at an equal farther sum, without incurring any material increase of expenses. Thus an additional profit may be anticipated of five or six per cent. per annum of the whole capital stock of this Company.

In truth, this Company, whose capital stock is large, and whose expenses are not materially varied by the amount of its business, making now a small but steady profit, seems only to require an accession of business, to realise all its most sanguine friends anticipated for it, and as it is now doing all the business within its reach, there seems no prospect of attaining such an accession within a moderate time, except by the construction of one or both the branches in question—that to shipping, as before remarked, having always been deemed essential to its *completion*.

Referring you, for a more minute description of the lines and their cost, to the accompanying maps and estimates, and to Mr. Coates, who very materially assisted me in the examination.

I have the honor to be,

Very respectfully,

Your obedient servant,

J. H. HOPKINS.

*Richmond, May 31, 1842.*

Whereupon, on motion, the said reports and the accompanying documents were received, and ordered to be recorded and printed.

*Resolved*, That a committee be appointed to investigate the advantages and disadvantages of constructing a branch railroad



to connect with tide water, and to confer with the President and directors in relation to such road, and report to a future meeting of the company.

Messrs. Samuel Marx, Robert B. Bolling, and James Lyons were appointed the committee.

The meeting then proceeded to the election of officers.

Joseph H. Coates was unanimously re-elected President and Superintendent of Transportation.

Richard Barton Haxall was unanimously re-elected Vice-President,

And James Bosher, Richard Barton Haxall, and John Bragg were unanimously re-elected Directors.

Charles Ellis and Holden Rhodes were announced to have been appointed Directors on behalf of the State.

J. W. Ford, Rd. A. Carrington, and Wm. P. Sheppard were appointed the Annual Committee of Examination.

On motion of Mr. Robinson, it was resolved, that when this meeting adjourns, it will adjourn to meet again on Friday the 8th July next.

And then, on motion, the meeting adjourned.

## A.

## STATEMENT OF RECEIPTS AND EXPENDITURES

*For Construction of the Road.*

## RECEIPTS.

Amount reported last year, per statement B,	\$782,209 92
Appropriation from the profits of Transportation during the year, from 16th May, 1841, to 16th May, 1842,	- - - 6,773 42
Total receipts,	- - - \$788,983 34

## EXPENDITURES.

Amount reported last year, per statement A,	\$783,082 28
During the year from 16th May, 1841, to 16th May 1842, viz :	
Manchester & Petersburg Turnpike,	\$ 60 00
James river bridge superstructure,	1,417 03
Richmond depot, - - - -	73 97
Land damages, - - - -	2,892 85
Swift creek bridge, - - - -	272 36
Water station, - - - -	75 27
Depots and workshops, - - - -	80 35
Masonry, - - - -	67 71
Superstructure, - - - -	35 50
Pocahontas depot, - - - -	492 83
Graduation, - - - -	239,30
Locomotive engines and cars, -	516 39
	6,223 56
Whole cost of road and property to 16th May, 1842, - - - -	789,305 84
Deduct amount of notes not yet at maturity,	322 50
Total cash payments to 16th May, 1842, - -	\$788,983 34

JNO. WILLIAMS, *Treasurer.**Richmond, 16th May, 1842.*

N. B.—The whole amount of appropriations from profits of transportation in 4 years, from 16th May, 1838, to 16th May, 1842, for payment of debts of construction, is	\$ 78,223 81
And the whole amount of interest paid on said debts, in the same time, is	26,429 73

Whole amount paid from profits of transportation in 4 years,	\$104,653 54
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**B.****STATEMENT OF INCOME FROM TRANSPORTATION,***From 16th May, 1841, to 16th May, 1842.*

Months.	Local Travel.	Long travel from Weldon, Petersburg & Baltimore.	Freight.	Totals.
1841.				
May 16 to 31, inclusive,	\$1,834 70	For all } \$255 41	\$1,397 01	\$3,487 12
June, - -	2,803 86	May, } 323 31	2,221 37	5,348 54
July, - -	3,410 09	520 51	1,915 38	5,845 98
August, -	2,808 81	798 54	1,493 82	5,101 17
September,	3,186 16	940 56	1,351 97	5,478 69
October, -	2,984 23	749 29	1,565 17	5,298 69
November,	2,379 31	421 45	1,091 70	3,892 46
December,	3,104 34	304 93	1,218 18	4,627 45
1842.				
January, -	2,793 49	418 30	1,354 97	4,566 76
February,	2,313 19	485 51	1,514 65	4,313 35
March, -	2,489 57	705 72	1,760 01	4,955 30
April, - -	2,345 32	526 75	1,766 67	4,638 74
May 1 to 15, inclusive,	1,408 09	Receivable in June.	1,356 48	2,764 57
	\$33,861 16	\$6,450 28	\$20,007 38	\$60,318 82
Mail pay for the year,	- - - -	- - - -	\$5,511 25	
Less Fines,	- - - -	- - - -	65 00	
				5,446 25
Premiums on foreign notes, specie, and post office drafts,				366 38
				<u>\$66,131 45</u>

**JNO. WILLIAMS, Treasurer.***Richmond, 16th May, 1842.*

## C.

## STATEMENT OF TRANSPORTATION EXPENSES,

*From 16th May, 1841, to 16th May, 1842.*


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Train expenses, (hands, wood, oil, &c.)	-	-	-	\$10,350 04
Depot expenses, (watchmen, hands, &c.)	-	-	-	3,850 24
Repairs of railroad,	-	-	-	12,856 01
Repairs and alterations of locomotives and cars,	-	-	-	8,147 03
Officers' salaries, (President, Vice President, Treasurer, Ticket and Freight Agents,)	-	-	-	5,638 23
Office expenses,	-	-	-	77 06
Newspapers, advertising and printing,	-	-	-	220 14
Contingent expenses,	-	-	-	119 75
Postages,	-	-	-	17 91
Train Damages, (cattle killed,)	-	-	-	25 00
Omnibus,	-	-	-	1,119 50
Transportation of mail in Petersburg,	-	-	-	270 17
Repairs of bridges, (tarring, sanding, &c.)	-	-	-	215 92
Repairs of depots,	-	-	-	183 43
Repairs of turnpike,	-	-	-	100 00
Amount of current expenses of the year,				\$43,190 43
Deduct amount of notes not yet at maturity,				3,383 48
Amount of cash payments,				\$39,806 95

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JNO. WILLIAMS, *Treasurer.**Richmond, 16th May, 1842.*

## D.

## STATEMENT OF CASH ACCOUNT.

THE RICHMOND AND PETERSBURG RAILROAD COMPANY,

*In account with JOHN WILLIAMS, Treasurer.*

1842. May 16.

By balance brought from last year's account, statement E,	-	\$1,825 39	
By balance due by post office department, last year, since received,	-	3,115 41	
By old freights collected since last report,	-	1,436 83	
By amount of sales of damaged freight,	-	50 25	
By amount of receipts from transportation, per statement B,	-	66,131 45	
By cash received freight on other roads, on produce and goods,	-	10,659 42	
To amount of notes deducted in account of construction expenditures last year, per statement A, since paid,	-	\$ 872 36	
To amount of notes deducted in account of transportation, expenses last year, per statement D, since paid,	\$4,423 90		
And note for interest on Coupon bonds, per statement E, since paid,	1,874 95		
		6,298 85	
To amount of payments of temporary loans in the past year,	-	4,319 36	
To amount of payments of interest on loans,	\$4,776 75		
To amount of payments of interest on Coupon bonds in England,	3,768 29		
		8,545 04	
To amount of cash payments for construction in the past year, per statement A,	-	5,901 06	
To amount of cash payments for transportation in the past year, per statement C,	-	39,806 95	
To cash paid freight on other roads on produce and goods,	-	11,387 78	
To balance due by post office department, being part of the year's mail pay, credited in statement B, as cash,	-	688 91	
To cash paid Richmond, Fredericksburg and Potomac Railroad Co. proportion of deficiency in long travel,	-	187 50	
To balance due to the company,	-	5,210 94	
		<u>\$83,218 75</u>	<u>\$83,218 75</u>
By balance due to the company brought down, including uncollected freights,	-	-	\$5,210 94

JNO. WILLIAMS, *Treasurer.**Richmond, 16th May, 1842.*

## ADJOURNED MEETING,

HELD ON FRIDAY, 8th JULY, 1842.

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In pursuance of the Resolution adopted at the last meeting, the stockholders met this day at the office in Richmond. Mr. James Lyons in the chair, and Mr. Jno. Williams, Secretary.

There being present, in person and by proxy, private stockholders entitled to 660 votes, and the proxy of the Board of Public Works, Mr. Lyons, entitled to 209, in all 869, (the whole number of votes that could be given, being 1372,) the meeting proceeded to business.

The Chairman stated the purpose of the meeting to be, the consideration of the subject of the resolution adopted at the last meeting, appointing a committee to investigate the advantages and disadvantages of constructing a branch railroad to connect with tide water.

Mr. Samuel Marx, one of the committee appointed, submitted his report, which was read. Mr. Bolling and Mr. Lyons, the other members of the committee, stated that they had not been able to give sufficient attention to the subject to enable them to report.

## REPORT OF MR. MARX.

The undersigned as one of the committee appointed by the stockholders of the Richmond and Petersburg Railroad Company to investigate the advantages and disadvantages of constructing a branch railroad to connect with tide water, and to confer with

the President and Directors in relation to such road, has performed that duty, and begs leave to report to the present meeting such information as he has been able to obtain on the subject. The proposed branch would commence at a point on the present road about five and a half miles from Petersburg, and extend to Walthall's Landing on the Appomattox, a distance of  $2\frac{7}{8}$  miles, which landing is about  $5\frac{1}{2}$  miles above City Point. The depth of water at this landing is sufficient for vessels of the largest size—being able to admit any vessels that can cross Harrison's bar.

The estimated cost of the branch, is twenty-two thousand dollars: and there is every reason to believe that the construction of this branch would add materially to the business of the main road. As regards the increase of passengers on the road, we have some data to guide us in looking to the returns of the City Point Railroad; this road is only  $9\frac{1}{4}$  miles long, and received from passengers during the past year, \$4,792. We may anticipate at least twice that receipt on a road  $19\frac{1}{2}$  miles long, constituting a connection between Richmond and Norfolk, without making much allowance for the frequent intercourse that may be expected between Richmond and the shipping at the termination of the proposed branch and City Point.

To form some estimate of the travel, supposing the steamboats to make three trips per week as at present, and that the number of river passengers averages, as is believed, twenty per day, to and from Richmond, each way, we have 6,240 passengers, at \$1 50—

\$9,360,

and for local passengers between Richmond and the shipping, estimated at three only per day, each way, 2,190 passengers, at \$1 50—

3,285

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\$12,645

There is every reason to believe that this business would be certain, and would occasion to the company (after the Branch is constructed) only the expense of a horse-car between the Landing at Walthall's and the intersection with the Richmond and Petersburg Railroad.

As regards freights, the experience of the City Point Railroad

shows that foreign ships will prefer taking in their cargoes at wharves to receiving them from lighters, and the fact that the tobacco which formerly came from Petersburg to Richmond by lighters now comes entirely by Railroad, furnishes strong presumptive evidence that the Railroad to Walthall's would at least take a portion of the freight to and from foreign ports; if it even took one-fourth of it, the revenue from this source alone would be \$9,000 more.

In addition to the above advantages attending the construction of the proposed branch, it is confidently believed that the execution of this branch will immediately lead to the construction of another branch to the Clover Hill coal mines. It is supposed that the proprietors of these mines, and of the other lands embraced in the coal field, are willing to give one-half their coal interest to any parties who may be willing, for this interest, to embark in the construction of a Railroad between these mines and a point on the Richmond and Petersburg Railroad, nearly equally convenient to Richmond and Petersburg, and the termination of the proposed branch at Walthall's. With these three outlets to the coal trade of these mines, the development of their business would, it is believed, be but moderately estimated at that of the mines which find their way to market by the Chesterfield Railroad, which has averaged considerably more than a million of bushels per annum; estimating the business of the Clover Hill Mines at this amount only, at the moderate toll of four cents per bushel, the revenue from this source would be \$40,000 per annum.—The principal objection to undertaking the construction of the proposed branch would seem to be the situation of the company, as being already embarrassed by debt, but it is understood that the road can be contracted for, at or within the amount named, payable in bonds at one, two and three years, to be completed in six months from the date of the first monthly estimate; it would of course be producing a revenue six months before any payment was to be made, and as these payments would be equally distributed through three years, even with large allowances and deductions on the smallest estimate, the increased revenue of the company for three and a half years would be abundantly adequate



to meet them as they would occur, and leave a surplus from the additional income of the company for other purposes.

All which is respectfully submitted,

SAML. MARX.

*Richmond, July 8, 1842.*

Whereupon, the following Resolution was adopted.

*Resolved*, That the report which has been read be, and the same is hereby approved, and that the President and Directors be authorised to proceed in the construction of the branch to tide water contemplated in the report, if arrangements can be made for the construction of the same, including the adjustment of any claims for damages occasioned thereby satisfactory to the board : *Provided*, that the Board of Directors, before proceeding to contract for the constructing of said branch, shall be satisfied that a connection by railroad will be formed by others than this company, between the coal lands on the Appomattox and the road of this company.

On motion, the meeting then adjourned.



PROCEEDINGS  
OF  
THE STOCKHOLDERS  
IN THE  
RICHMOND AND PETERSBURG  
RAILROAD COMPANY,  
AT  
THEIR GENERAL MEETINGS;  
AND  
REPORTS  
MADE BY THE PRESIDENT AND DIRECTORS  
TO  
THE STOCKHOLDERS.

EIGHTH MEETING, MAY 30th, 1843.

RICHMOND:  
PRINTED BY P. D BERNARD, MUSEUM BUILDING.  

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1843.



## EIGHTH

# MEETING OF THE STOCKHOLDERS,

HELD ON TUESDAY, 30th MAY, 1843.

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At a meeting of Stockholders of the RICHMOND AND PETERSBURG RAILROAD COMPANY, held at the Office of the Company in Richmond, on Tuesday the 30th May, 1843,

JAMES LYONS was appointed Chairman of the meeting, and JOHN WILLIAMS, Secretary.

The roll of Stockholders was called; and there appearing to be present in person and by proxy, private Stockholders entitled to 811 votes, and the proxy of the Board of Public Works, Mr. James Lyons, entitled to 209 votes, being in all 1020, (the whole number that could be given being 1409) the meeting proceeded to business.

The following reports, with the accompanying statements, were presented by the Vice-President and Directors.

### R E P O R T .

The Vice-President and Directors of the Richmond and Petersburg Railroad Company have the honor to submit to the Stockholders their report for the year ending 15th instant.

On the 9th of August last, the Board of Directors, with much regret, accepted the resignation of Mr. Joseph H. Coates, which had been tendered on the 26th of the previous month, as President of this Company and Superintendent of Transportation, and on the same day they appointed Mr. John H. Hopkins to the office of Superintendent of Transportation, with the understanding that he should perform the active duties of President of the Company.

The report of this officer, together with the statements prepared by the Treasurer, are herewith submitted, as a part of the report of the Vice-President and Directors.

R. B. HAXALL, *Vice-President.*

May 30, 1843.

*To the Vice-President and Directors of the  
Richmond and Petersburg Railroad Company.*

GENTLEMEN:

In filling the office of Superintendent of Transportation, by your appointment on the 9th of August last, I have been called upon to perform some of the ordinary duties of President, of which it is proper I should render you an account.

I take great pleasure in bearing testimony to the good condition, with very few exceptions, of the road and works, and the efficient system of management, as left by my able predecessor Mr. Joseph H. Coates, and more especially to the skill with which he had selected the officers and agents in charge of the various departments of the Company's business.

After an examination of the road by a committee of the Board early in September, it was found highly expedient to hasten the completion of the system of re-ironing the road, which had already been commenced. The period was peculiarly propitious, as from the low price of iron in England and its exemption at that time from duty, the necessary supply would in a large degree be paid for, by the sale of the old iron at the market rates.

A contract was accordingly made with Messrs. A. & G. Ralston & Co. on the 30th of September, for 550 tons of plate rail, 2½ inches wide by three-fourths of an inch thick, to be delivered at City Point on or before the 1st of February last, (barring accidents from the winds and waves) in order that it might be laid down prior to the 2nd of March, which was necessary to avoid the duty of \$25 a ton, imposed on iron imported after that time. Forty-eight tons and a half were delivered under this contract and

laid in due time, but although in daily hope of the arrival of the remainder we incurred some expense in preparations for laying it, we were destined to be sadly disappointed, as it was not *shipped from England* until after the time when it ought to have arrived here.

Under these circumstances we hold the contractors bound to pay the duty which has accrued, and to deliver us the iron, as the smallest recompense they can make to the Company for the injury it has sustained, and as they have evinced no disposition to do this, a suit for damages has been instituted against them. This case seems the plainer, that the same house filled a larger order of the Petersburg Railroad Company, given subsequent to ours, whereby the practicability of the undertaking was demonstrated.

Sixty tons of iron were laid during last summer, and ninety-one tons this spring, (of which the Petersburg Railroad Company were so accommodating as to sell us 43 tons at cost, out of their surplus); still the road suffers for want of iron better adapted to our heavy transportation, which should be procured as soon as convenient.

Our mail contract expires on the 30th of June proximo, and in accordance with the advertisement of the Postmaster General I have recently made proposals for the service for the next four years. The last contract was deemed a very disadvantageous one, as may be seen by reference to the report to the annual meeting in 1841. That contract was for a daily mail, yet while the Company has carried in addition a daily local mail, in their accommodation train, there has been no extra compensation allowed for it, not even for carrying it to and from the Post Offices. As the Postmaster General had established at the north, a distinction between mail service, daily, and twice daily, and in that form had paid some Companies a compensation more nearly just, I proposed to him to place this Company on the same footing with them.

Not doubting however that the Postmaster General would see the propriety of continuing the twice daily mail, I did not deem it necessary unconditionally to stipulate for it, but proposed both for daily and twice daily service, at the prices established by the department for those grades of service respectively, perfectly

aware, at the same time, of the inadequacy of the smaller price as a compensation, more particularly where the service has to be performed, as on this road, at hours entirely under the control of the department, and principally in the night.

I regret to say that the Postmaster General seems disposed to send but one daily mail, rather than give the small additional compensation required for the extra mail, and in this case the communities of Richmond and Petersburg must be deprived of their usual mail facilities, as this Company is not in a situation to perform a service for the government, at not only an inadequate compensation, but less than is paid to roads in far more prosperous circumstances.

There is a special law of Congress, authorizing the payment to railroad companies of the full sum I have asked, and there is no road in the country better entitled than this to such aid as the government can legitimately extend to it. Built at a comparatively large cost, to complete a chain of improvements of great public utility, its projectors relied on the north and south mail, and the accompanying travel, for a large part of its receipts, but while their anticipations of business from all other sources have been more than realized, in these alone has there been a material deficiency, from which deficiency it is that the work has heretofore been unproductive.

If under such circumstances the Postmaster General persists in refusing to the citizens of these towns such mail facilities as are elsewhere accorded to towns, whose business intercourse requires the maintenance of two or more daily lines of communication, and to this Company the usual and legal terms of compensation, I would recommend to the citizens and the Board to appeal to Congress for redress.

It was thought best during the winter to put the turnpike road in order and recommence the receipt of tolls, which had been omitted for a considerable time. The Railroad Company owning nearly all the stock, has contributed the funds and security necessary for this purpose, which there is good reason to believe, from the receipts of tolls up to this time, will be returned during the



year, and some income may possibly be obtained in future from the large investment of the Company in that road.

The statements of the Treasurer show a progressive diminution in the receipts of the railroad for the last eighteen months. This has been principally in the passage money, and is a consequence of the general stagnation in business and enterprise pervading the whole country and felt by us in common with all the public works in the State, though perhaps in a greater degree on account of the suspension of some of the large manufacturing establishments in Richmond and Petersburg, and of the more marked effects of such reverses on the inhabitants of towns.

We could only counteract the effects of this reduction in business, by striving to reduce expenses in the same or a greater ratio, with which view, on the recommendation of a Committee of the Board, a reduction was made in the number of officers and men, and in the wages of the remainder, proportionate to the reduced business of the road, and to the general fall of prices. This was gradually carried into effect during the fall and winter, and has shewn that the reduction in receipts will not to the same extent reduce the profits of the Company.

In the current expenses of the year, per statement C, are included half the cost of rebuilding a Locomotive Engine, the entire cost of a new passenger car not yet in use, and the freight, transportation, spikes, and other expenses attending the laying of five miles of new iron; and in the item of extraordinary expenses the remaining half cost of rebuilding the Locomotive Engine (now nearly as good as new) and the actual cost of 95 tons of iron, (freight, expenses, &c. excepted) which the proceeds of the old iron will go far towards refunding, and the balance is properly chargeable to future years.

On and subsequent to the 1st of October the expenses were gradually placed on the reduced basis, and the Treasurer has appended to statement C, their amount from the 1st of October to the 15th of May, which including the freight from England, transportation and expenses of laying ninety one tons of iron, amount to \$18,330 47 which for the seven and a half months, is at the rate of \$2,717 37 per month.



At this rate the expenses for a year are	.	\$32,608 44
And the receipts of the past year being	.	53,868 97
		<hr/>
The practical amount of annual profit is	.	\$21,260 53
		<hr/>

Meanwhile an exertion has been made to check the further reduction in receipts by reducing the rates. These were established in prosperous times, when few persons, whose business or pleasure rendered it desirable, were deterred from travelling from the want of means. Recently there has been a different state of things. The value of money has been much enhanced, while the inducements to travel have been diminished. The consequence is that a comparatively small number of passengers now travel on the Railroad, and the expedient of reducing the price of passage, to correspond with the reduction in the price of all other things, suggests itself as a means of increasing the number of passengers, and thereby improving the receipts.

As regards the "through travel," or that from Weldon to Baltimore, the necessity of this measure was felt long since, and the plan adopted of receiving the fare at the two extremities of the route, each Company receiving a reduced price on such passengers as obtained tickets at those agencies, on a scale of division agreed on from time to time.

In the adjoining States also, both north and south, reduced rates have been generally adopted, in Maryland, every where except on the Washington Road, on which it is supposed to be in contemplation to reduce, and in North Carolina both on the Wilmington and Raleigh roads, the former of which has had the rate of 4 cents a mile in successful operation for a year past, and the latter has determined to reduce to  $4\frac{3}{4}$  cents a mile on the first of next month.

Although to be of most use a reduction of rates should be general, still if it is advantageous for each road by itself, the policy of refraining from it, because adjacent roads decline reducing proportionally, can scarcely be proper, as applied to roads in the same State and having many of the same stockholders, such a policy being too apt to result in the injury of all, and upon this

ground, after some conferences relating to the reduced through ticket system and its expenses, instead of urging this subject by negotiations, in which the limited extent of this road gives it a small voice, the Board determined to try the experiment of reduction, under all the disadvantages of being alone. One dollar was accordingly fixed as the price of passage, or the rate of  $4\frac{1}{2}$  cents a mile. The rate of 4 cents might have been better, had it not amounted to an inconvenient sum in making change. This reduction took place on the 10th of April and has been in operation nearly two months.

It was naturally expected that some loss would result from reduction in the beginning, and until its full effect could be felt, in increasing the number of passengers. I am happy to inform the Board however, that on the contrary a marked improvement commenced immediately after the reduction, and has continued ever since, which, although by no means conclusive, gives us reason to believe, as this was not the case during the same period last year, that while you have extended the usefulness of the Road to the public, you have at the same time improved its receipts.

Should the experiment continue successful, there can be no doubt that if united in by all the roads it would be doubly so, while we have it in our power, and indeed it will be our duty, to resume our original rates whenever it appears that loss results from reducing them.

At the late session of the Legislature a law was passed authorizing the conversion of the principal and interest of the State's loan into stock of the Company, on certain conditions, which may be seen in the accompanying copy of the law, communicated to you by the Board of Public Works.

To the exertions of R. B. Bolling, Esq. delegate from Petersburg, whose zeal and influence were unceasingly and effectively used, and to the enlightened policy of the Board of Public Works, and of the chairman of the committee of finance, are the companies and the State indebted for the passage of this law, which is believed to be decidedly promotive of their mutual interests.

The principal condition requires the payment to the state of a dividend of 3 per cent. per annum on its whole stock in the Com-

pany, or at least 6 per cent. on the amount converted. This dividend amounts to \$11,568, and the interest on the foreign and other debts of the Company to near \$4,300 more, making the annual sum of near \$16,000 to be appropriated out of the surplus receipts, should the terms of the law be accepted, before the individual stockholders can receive dividends.

The stockholders will probably give their assent to the provisions of this law during the year, and can now consider what measures are necessary to secure to the road an amount of business adequate under every contingency, after paying the above amounts, to yield dividends to themselves.

I have strong confidence in the beneficial effects of the reduction of rates, and more especially if it is generally adopted, in continuing the improvement already perceptible in our business, and that the expenses may still be maintained nearly at their present reduced amount; still I regard the completion of the original design of the Company, in the construction of a *branch to tidewater*, accessible to heavy shipping, as the measure most surely to be relied on, to secure a receipt adequate to giving dividends on the large capital invested in this work.

The inquiries and investigations I have made since my report on the survey, contained in last year's proceedings, have confirmed the opinion I then formed of the importance of this branch, and of its certainty of success when built, in securing to the road the James River passenger business, and a portion of the shipping trade of the port. The present however is a still more favorable time than last year for executing the work; the prices of labor and materials are still lower (scarcely exceeding half what they were when the main road was constructed); we have on hand moreover many of the necessary materials for turnouts, depots, &c. so that we shall be able to put the branch in operation with a comparatively small expenditure, and entirely within the available means of the Company, an outlay which I cannot doubt will be redeemed in additional receipts within a year after its completion.

Not doubting that the stockholders will confer on the Board the authority asked in your resolution of the 7th of April last,

on this subject, I may venture to assure you that the prospects of the Company will assume a more cheering aspect than they have ever yet presented, before the next annual meeting of the stockholders, and its prosperity thereafter rest upon a firm foundation.

Respectfully submitted,

J. H. HOPKINS,

*Superintendent of Transportation.*

RICHMOND, MAY 30, 1843.

Whereupon, on motion, the said reports, with the accompanying documents were received and ordered to be recorded; and they, with the law of the last Session of the Legislature therein referred to, were ordered to be printed.

Mr. Robinson offered the following resolution:

*Resolved*, That the proviso to the resolution passed at an adjourned meeting of the Stockholders on the 8th of July, 1842, authorizing the construction of a branch railroad to tide-water be, and the same is hereby repealed, and that the Board of Directors be, and they are hereby instructed to proceed forthwith in the construction of said branch.

To which resolution Mr. Lyons offered the following amendment:

*Provided*, That the cost of the said branch shall not exceed ten thousand dollars beyond the value of such materials as are now in the possession of this Company, which may be applied in kind to the construction of the said branch.

The question being taken upon said amendment by ayes and noes, it was rejected.

AYES.		NOES.	
John Bragg, representing	169 votes.	Holden Rhodes, representing	33 votes.
Semple Ellett,	11 "	R. B. Haxall,	5 "
James Lyons,	226 "	M. Robinson,	334 "
Sam'l Mordecai,	9 "	James Bosher,	55 "
Wm. Palmer,	10 "	Wm. H. Macfarland,	132 "
N. M. Martin,	5 "	Chas. Ellis,	7 "
T. N. Lee,	14 "	James Hunter,	10 "
<hr/> 444		<hr/> 576	

The question being then taken on the resolution offered by Mr. Robinson by ayes and noes, it was adopted.

AYES.		NOES.	
Holden Rhodes, re-presenting	33 votes.	John Bragg, representing,	169 votes.
R. B. Haxall,	5 "	Semple Ellett,	11 "
M. Robinson,	334 "	James Lyons,	226 "
James Bosher,	55 "	Sam'l Mordecai,	9 "
Wm. H. Macfarland,	132 "	Wm. Palmer,	10 "
Chas. Ellis,	7 "	N. M. Martin,	5 "
James Hunter,	10 "	T. N. Lee,	14 "
<hr/> 576 <hr/>		<hr/> 444 <hr/>	

Mr. Robinson offered the following resolution :

Whereas, it appears that there is a difference of opinion between the President and Directors of this Company and some of the other Companies on the line of railroad between the Roanoke and Baltimore, as to whether this Company should bear a part of the expenses incurred on account of the through travel south of Petersburg and North of Washington, and it is important to the interests of the whole line that as much harmony, and as good an understanding as possible should prevail between the different Companies composing the line :

*Resolved,* That the Board of Directors be and they are hereby instructed to refer this question, and the Stockholders would recommend to them to refer any other question or questions in relation to which there may be a difference of opinion between themselves and the Directors of other Companies, to some arbiter or arbiters to be agreed on between the Companies, or to the Second Auditor.

The question being taken upon this resolution by ayes and noes, it was rejected.



AYES.		NOES.	
M. Robinson, repre- senting,	} 334 votes.	Holden Rhodes, re- presenting	} 156 votes.
R. B. Haxall,	5 "	Charles Ellis,	7 "
James Bosher,	55 "	Semple Ellett,	11 "
James Hunter,	10 "	John Bragg,	169 "
T. N. Lee,	14 "	James Lyons,	226 "
	—	Samuel Mordecai,	9 "
	418	William Palmer,	10 "
	—	N. M. Martin,	5 "
		<hr/> 593 <hr/>	

On motion of Mr. Robinson,

*Resolved*, That when this meeting adjourns, it adjourn to meet on the third Monday in November next, for the purpose of taking into consideration the acceptance of the act of the Legislature, passed 25th March, 1843, entitled "an act converting into stock the State's loan, to sundry railroad companies, and for other purposes."

On motion of Mr. Rhodes,

*Resolved*, That the meeting do now proceed to the election of President and Superintendent of Transportation, Vice-President, and three Directors on the part of the Stockholders.

Mr. John H. Hopkins was nominated by Mr. Rhodes, and unanimously elected President and Superintendent of Transportation for the ensuing year.

Mr. Lyons, representing votes of private Stockholders, nominated R. B. Haxall, James Bosher, and John Bragg, Directors on the part of the Stockholders.

Mr. Robinson nominated Robert B. Bolling.

The votes were as follows:

	<i>For Haxall, Bosher, Bragg, Bolling.</i>			
Holden Rhodes, representing	156	156	156	
R. B. Haxall, . . .		5	5	
Moncure Robinson, . . .	334	334		334
James Bosher, . . .	55		55	55
Charles Ellis, . . .	7	7	7	
Semple Ellett, . . .	11	11	11	
John Bragg, . . .	183	183		183
James Lyons, . . .	17	17	17	
James Hunter, . . .	10	10	10	
William Palmer, . . .	10	10	10	
N. M. Martin, . . .	5	5	5	
	<hr/> 788	<hr/> 738	<hr/> 276	<hr/> 572

So R. B. Haxall, James Bosher, and Robert B. Bolling were declared to be duly elected Directors on the part of the Stockholders.

Mr. Charles Ellis and Mr. Holden Rhodes were announced to have been appointed, by the Board of Public Works, Directors on behalf of the State.

Mr. Lyons nominated for the office of Vice-President, Mr. R. B. Haxall, who was unanimously elected.

The Chair appointed John Bragg, William Palmer, and Jacob F. Barnes the Annual Committee of Examination.

The meeting then adjourned to the third Monday in November next.



## RAILROAD COMPANIES.

---

An ACT converting into stock the state's loan to sundry railroad companies and for other purposes.

[Passed March 25, 1843.]

1. *Be it enacted by the general assembly,* That the capital stock of the Portsmouth and Roanoke Railroad company shall be increased to the sum of eight hundred and seventeen thousand eight hundred and fifty dollars; the capital of the Petersburg Railroad Company to the sum of seven hundred and sixty-nine thousand dollars; the capital of the Richmond and Petersburg Railroad Company to the sum of six hundred and eighty-five thousand six hundred dollars; the capital of the Winchester and Potomac Railroad Company to the sum of four hundred and eighty-one thousand two hundred and twenty dollars, and the capital of the City Point Railroad Company to the sum of two hundred and ten thousand five hundred dollars. The additional subscription necessary to such increase of the capital stock of each company respectively, shall be made by the Board of Public Works, for and on behalf of the commonwealth: *Provided,* The said increase shall not exceed the debt due to the state, from the said companies, with the interest thereon computed to *January,\** eighteen hundred and forty-three: *Provided,* That the subscription aforesaid, shall be in effect an exchange by each of the said companies, of an equivalent amount of its stock for the debt and interest due to the state: *Provided further,* That the Board of Public Works shall in each case, before making the subscription above directed, require to be executed to the Board of Public Works, a mortgage on the whole property, real and personal, of which the company were the owners, or in the use or possession of, on the fifteenth of March, eighteen hundred and forty-three, and upon all the

Capital of sundry railroad companies increased.

Subscription by Board of Public Works.

Provisoers.

\*Amended.  
Post. c. 104.

Mortgage to be executed to state.

Where to be recorded.	nett income of their tolls and receipts, and cause the said mortgage to be recorded in the clerk's office of each county, through which their railroad may pass, or in which any portion of it may be situated, conditioned for the payment on demand of an amount equal to that of the debt and interest so exchanged by the state, whenever the company shall fail to make to the state, dividends to the amount of three per cent. per annum, on its whole stock in the company, payable half yearly: <i>Provided</i> , That such payment shall not amount to more than six per centum per annum on the principal and interest of the debt so converted: <i>And provided</i> , That nothing herein contained, shall deprive the state of the full amount of any half yearly dividend exceeding one and a half per cent. which may be declared by any of the said companies on the whole amount of their capital stock: <i>And provided further</i> , That the Board of Public Works, before making such subscription, shall have satisfactory evidence, that no other lien than that of the commonwealth, and no unsatisfied judgment exists on any of the property, real or personal, of the company, included or intended to be included in the existing mortgage on the property since acquired.
Conditions of mortgage.	
Interest on state debt to be set apart and paid into the treasury.	2. <i>Be it further enacted</i> , That the acceptance (by the stockholders of the several companies aforesaid) of the provisions of this act, shall be held and considered as an instruction to the president, directors and treasurer of each of such companies, to set apart out of their gross receipts of every half year, from transportation and other regular income, the amount of the semi-annual dividend aforesaid of one and one half per cent. or a sum equal in amount to three per cent. on the converted debt and interest, and to pay the same into the treasury, to the credit of the president and directors of the Board of Public Works, on the first day of January and first day of July of each year; the first of said dividends shall be payable on the first day of January, eighteen hundred and forty-four: and on the failure of any company so accepting, to set apart the amount of the state's dividend of any and every half year, and to pay the same in the manner herein required, within thirty days after the same shall become due and payable, the said
When to be paid.	
Remedy against companies for failure to pay interest.	

amount with interest and costs, shall be recovered of such company, by the Board of Public Works, by motion on thirty days notice, in any court in which other claims due to the commonwealth may be recovered, without prejudice to a resort to the mortgage executed by such company, should such motion fail to produce the amount for which it may have been made; and moreover, the president and directors and treasurer of such company shall be each individually and separately liable to a penalty of one thousand dollars, recoverable by the Board of Public Works on ten days notice in the manner above mentioned.

Liability of president, directors and treasurer of company.

3. *Be it further enacted*, That in order to prevent the injurious competition which has heretofore existed for the travel by rival routes between the Roanoke River and Baltimore, viz: on the part of the Portsmouth and Roanoke Railroad Company, connected with the route by the Chesapeake Bay on the one hand, and of the Petersburg, and of the Richmond and Petersburg Railroad Companies, forming part of the inland route on the other hand, the president and directors of the Board of Public Works are hereby empowered, and it shall be their duty from time to time, to establish for each route such a minimum rate of charge thereon for regular passengers through the whole distance between the points aforesaid, as will equalize the expense of travelling (neither company furnishing meals) upon both: *Provided*, That such minimum shall not be less than ten dollars, and for second class passengers, children and servants, such a proportionate rate as the said Board may deem reasonable. And for every infringement on the part of any of the said companies, or their authorized agents, direct or indirect, of the regulations which may be prescribed by the Board of Public Works under authority of this provision, the president and directors of the offending railroad company or companies aforesaid, shall each be individually and separately liable to a fine of one hundred dollars, to be recovered by the president and directors of the Board of Public Works, on thirty days notice in any court in which other claims of the commonwealth may be recovered.

Minimum rate of charge on passengers how established on rival routes.

Penalty on president and directors for infringing minimum rate.

How recoverable.

Assent of companies to give validity to act.

Proviso.

Commencement.

4. *And be it further enacted*, That the assent of the stockholders of the several railroads, enumerated in the first section of this act, given in general meeting lawfully assembled, shall be necessary to give validity to the provisions of this act in regard to the companies so assenting: *Provided however*, That the regulations contained in the third section of this act, fixing a minimum on the travel between the Roanoke River and Baltimore, shall not be binding unless this act shall be accepted by all the railroads specified in the said section.

5. This act shall be in force from the passing thereof.

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An ACT to amend the act, entitled "an act converting into stock the state's loan to sundry railroad companies, and for other purposes."

[Passed March 28, 1843.]

Loan converted into stock, to include interest to July, 1843.  
See *ante*, c. 103, § 1.

1. *Be it enacted by the general assembly*, That the act passed at the present session of the general assembly, entitled "an act converting into stock the state's loan to sundry railroad companies, and for other purposes," be and the same is hereby so amended, that the word "*January*" in the first proviso and first section of said act, shall be substituted by the word *July*, and so as to make said proviso read as follows: *Provided*, The said increase shall not exceed the debt due the state from the said companies, with interest computed thereon to July eighteen hundred and forty-three.

Commencement.

2. This act shall be in force from the passing thereof.

## A.

## STATEMENT OF RECEIPTS AND EXPENDITURES

*For Construction of the Road.*

## RECEIPTS.

Amount reported last year, per statement A. . . . .	\$788,983 34
Appropriation from profits of Transportation during the year, from 16th May, 1842, to 16th May, 1843, . . . .	3,265 33
Total receipts, . . . . .	<u>\$792,248 67</u>

## EXPENDITURES.

Amount reported last year, per statement A, \$789,305 84	
During the year from 16th May, 1842, to 16th May, 1843, viz:	
Contingent Expenses, . . . . .	\$5 18
James River Bridge Superstructure, . . . . .	87 84
Land Damages, . . . . .	308 08
Pocahontas Depot, . . . . .	267 37
Graduation (chiefly judgments for un- settled claims,) . . . . .	3,161 90
	<u>3,830 37</u>
Cr. By Machinery sold, . . . . .	123 96
	<u>3,706 41</u>
Whole cost of Road and Property to 16th May, 1843, . . . . .	793,012 25
Deduct Note not yet at maturity, . . . . .	763 58
Total Cash Payments to 16th May, 1843, . . . .	<u><u>\$792,248 67</u></u>

JNO. WILLIAMS, *Treasurer.**Richmond, 16th May, 1843.*

N. B.—The whole amount of appropriations from profits of transportation in 5 years, from 16th May, 1838, to 16th May, 1843, for payment of debts of construction, is . . . .	\$84,239 14
And the whole amount of Interest paid on said debts, in the same time, is . . . . .	<u>32,685 09</u>
Whole amount paid from profits of Transportation in 5 years, . . . . .	<u><u>\$116,924 23</u></u>



**B.**

## STATEMENT OF INCOME FROM TRANSPORTATION,

*From 16th May, 1842, to 16th May, 1843.*

Months.	Local Travel.	Long travel from Weldon, Petersburg & Baltimore.	Freight.	TOTALS.
1842.				
May 16 to 31, inclusive,	\$1,177 25	For all } May, }	\$537 48	\$1,480 75
June, . .	2,137 03	468 95	2,638 69	5,244 67
July, . .	2,289 85	365 98	1,980 18	4,636 01
August, .	1,941 89	454 18	1,961 62	4,357 69
September,	1,903 82	569 42	1,807 91	4,281 15
October, .	2,067 21	566 18	1,418 82	4,052 21
November,	1,907 05	440 02	1,210 44	3,557 51
December,	2,326 37	272 04	1,173 15	3,771 56
1843.				
January, .	1,903 55	295 85	1,027 68	3,227 08
February .	1,414 07	416 60	1,128 98	2,959 65
March, .	1,576 50	496 23	1,443 91	3,516 64
April, .	1,630 80	500 32	1,609 02	3,740 14
May 1 to 15, inclusive,	803 49	Receivable in June.	1,035 81	1,839 30
	\$23,078 88	\$5,383 25	\$19,916 96	\$48,379 09

Mail pay for the year, . . . . .	\$5,511 28	
Less Fines . . . . .	100 00	
		5,411 28
Premiums on Foreign Notes, Specie, and Post-Office Drafts,		54 82
Rent of Land, . . . . .		20 00
Tolls on James River Bridge, . . . . .		3 78
		\$53,868 97
Less due by Post-Office Department, . . . . .		688 91
		\$53,180 06

JNO. WILLIAMS, *Treasurer.**Richmond, 16th May, 1843.*



## C.

## STATEMENT OF TRANSPORTATION EXPENSES,

*From 16th May, 1842, to 16th May, 1843.*


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Train expenses, (hands, wood, oil, &c.) . . . . .	\$7,569 34
Depot expenses, watchmen, hands, &c.) . . . . .	2,991 96
Repairs of Railroad, ordinary, . . . . .	11,425 03
Repairs of Locomotives and Cars, ordinary, . . . . .	9,417 52
Officers salaries, (President and Superintendent, Vice-President, Treasurer, Ticket and Freight Agents,) . . . . .	4,753 14
Office expenses, . . . . .	48 94
Newspapers, advertising and printing, . . . . .	132 00
Contingent expenses, chiefly for surveys of branch roads, . . . . .	216 16
Postages, . . . . .	35 92
Train damages, (cattle killed,) . . . . .	41 95
Transportation of Mail and Omnibus expenses, . . . . .	*866 29
Repairs of Bridges, . . . . .	844 29
Repairs of Depots, . . . . .	116 58
Repairs of Turnpike, . . . . .	238 01
Train losses, . . . . .	13 59

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Amount of ordinary expenses, . . . . .	\$38,710 72
Cost of new iron laid down during the year, . . \$3,798 15	
Half Cost rebuilding Locomotive, . . . . . 1,100 00	

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Amount of extraordinary expenses, . . . . .	4,898 15
	43,608 87
Deduct Notes not yet at maturity, . . . . .	1,964 14

---

Amount of cash payments, . . . . .	\$41,644 73
Portion of the above expenses, from 1st October, 1842, to 16th May, 1843, . . . . . \$21,624 71	
Cost of iron or extraordinary expenses, do. . . . . 1,244 46	

Actual current expenses for the last  $7\frac{1}{2}$  months, \$20,380 25  
being at the rate of \$2,717 37 $\frac{1}{2}$  per month, or \$32,608 50 per annum.

JNO. WILLIAMS, *Treasurer.**Richmond, 16th May, 1843.*

\* The actual expenditure was \$1,260 68—the sum of \$394 39 was properly a credit to the account belonging to the previous year, but collected during the year ending 15th May, 1843.

## D.

## CASH ACCOUNT.

## RICHMOND &amp; PETERSBURG RAILROAD COMPANY,

*In account with JOHN WILLIAMS, Treasurer.*

	Dr.	Cr.
1843. May 16.		
By balance brought from last year's account, statement D,		\$5,210 94
By balance due by Post-Office Department last year, since received,		688 91
By amount of receipts from transportation, per statement B,	\$53,868 97	
Less due by Post-Office Department,	688 91	
		53,180 06
By cash received, freight on other roads on produce and goods,		24,429 68
		<u>\$83,509 59</u>
To amount of Notes deducted in account of construction expenditures last year, marked A, since paid,	322 50	
To amount of Notes deducted in account of transportation expenditures last year, marked C, since paid,	3,383 48	
To amount of temporary loans on construction account, paid in the past year,	2,750 00	
To amount of expenses paid on construction account, per Statement A,	\$3,706 41	
Less Note not at maturity,	763 58	
	<u>2,942 83</u>	
To amount of interest paid on construction loans during the past year,	6,255 36	
To amount of transportation expenses, per statement C,	\$43,608 87	
Less Notes not at maturity,	1,964 14	
	<u>41,644 73</u>	
To cash paid freight on other roads on produce and goods,	23,637 38	
To balance,	2,573 31	
		<u>83,509 59</u>

1843. May 16.

By balance due to the Company including uncollected freights, \$2,573 31

JNO. WILLIAMS, *Treasurer.**Richmond, 16th May, 1843.*





PROCEEDINGS  
OF  
THE STOCKHOLDERS  
IN THE  
RICHMOND AND PETERSBURG  
RAIL ROAD COMPANY,  
AT  
THEIR GENERAL MEETINGS;  
AND  
REPORTS  
MADE BY THE PRESIDENT AND DIRECTORS,  
TO  
THE STOCKHOLDERS.  
NINTH MEETING, MAY 28th, 1844.

RICHMOND:  
PRINTED BY P. D. BERNARD, MUSEUM BUILDING.

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1844.





NINTH

MEETING OF THE STOCKHOLDERS,

HELD ON TUESDAY, 28th MAY, 1844.

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At a meeting of Stockholders of the RICHMOND AND PETERSBURG RAIL ROAD COMPANY, held at the office of the Company in Richmond, on Tuesday, the 28th May, 1844,

Judge JOHN F. MAY was appointed Chairman of the meeting, and JOHN WILLIAMS Secretary.

There being present, in person and by proxy, private Stockholders entitled to 723 votes, and the proxy of the Board of Public Works, Mr. James M. Wickham, entitled to 394 votes, being in all 1117, (the whole number that could be given being 1602,) the meeting proceeded to business.

The following reports, with the accompanying statements, were presented by the Vice President and Directors :

R E P O R T

*To the Stockholders of the*

*Richmond and Petersburg Rail Road Company.*

GENTLEMEN,—I herewith present to your consideration the report of Mr. James Boshier, Superintendent of your road, and the statements of the Treasurer, Mr. John Williams, therein referred to.

By order of the Board of Directors.

R. B. HAXALL, *Vice President.*

*May 28th, 1844.*

*To the Vice President and Directors of the*

*Richmond and Petersburg Rail Road Company.*

GENTLEMEN,—It having been the pleasure of the Board of Directors, upon the resignation of Mr. John H. Hopkins as President of the Richmond and Petersburg Rail Road Company, to confer on me, by their resolution adopted the 16th of January last, the office of Superintendent of Transportation, and also to discharge the duties, as far as may be, of President; on the 18th January I entered on the discharge of the duties of the office conferred on me, and now beg leave to report to you, as far as the limited time in which I have discharged the duties will permit, the general condition of the affairs of the Company.

The statements of the Treasurer will show under their proper heads, the amount of receipts and disbursements, as well as the liabilities of the Company. By reference to those statements, the Board will perceive that the receipts on the road for the four months of the year 1844, viz: for January, February, March and April, as compared with the same months of the year 1843, show an increase of receipts of \$4526 18, or an average monthly increase of receipts of \$1131 55, not including in that amount any of the receipts from the Branch Road.

The Branch Road leading from the main stem of the Richmond and Petersburg Rail Road, to "Walthall," was so far completed on the 16th February last, as to authorize its being opened for freight, since which time it has been in use for the purpose principally of loading ships bound to foreign ports, seven of which to this time have loaded there. The captains of the different ships that have loaded there speak in the highest terms of the facilities with which the freighting is done, the good order in which it is received, and the moderate rate of charges compared with other places of loading on James River. That it will prove very advantageous to the main stem of the road there is no reason to doubt. It may however require a year or two to develop the full advantages, to the shippers as well as to the Stockholders. Heretofore

the loading of ships to foreign ports, from this city and Petersburg, has been a monopoly, in consequence of which the charges have been very high. The rates adopted by the Board of Directors of the Richmond and Petersburg Rail Road Company, are considerably less than those charged on James River, being very little if any above one-half, unless the Towing Company have reduced their rates since the Branch Road was opened for freight, a matter that has not been made public as far as I know.

Owing to the failure on the part of the Messrs. Ralston, to comply with the contract made by them for the delivery of iron for the Rail Road, as stated in the last Annual Report to the Stockholders, the road could not be preserved in the order that would have been most desirable; it has nevertheless been kept in safe running order. The difficulties between the Rail Road Company and the Messrs. Ralston have been settled by compromise, under which compromise a part of the iron for the road has been delivered, and the balance, 382 tons, is now at the wharf at Walthall's. With the iron on hand, and that now landing, it is hoped and believed, that the road, under the management of my able assistant, Mr. Theodore S. Garnett, who entered on the discharge of his duties in the month of February last, will be put in complete order, the whole of which is expected to be done before the termination of the present year.

In view of the completion of the Clover Hill Rail Road, and the amount that it has been necessary to expend for new iron, for the relaying of the road, and the additional number of cars, &c. still wanting for the Branch Road, and for the prosecution of the coal trade on the Clover Hill Rail Road, I would respectfully suggest to the Board of Directors the propriety of applying to the Stockholders, at their annual meeting of this present year, for authority to negotiate a loan or loans, on the best terms they can, for an amount sufficient to take up the floating debt of the Company, and to furnish a sum sufficient to defray the cost of cars, &c. for the increased business that may reasonably be expected from the Branch and Clover Hill Rail Roads. As the debt of the Company has been very much reduced by the conversion of the loan from the Commonwealth into stock of this Company, and as

the floating debt of the Company is small, and the amount wanted for additional machinery will not be very large—it is believed that a permanent loan for a sufficient amount to cover those items, could be negotiated on favorable terms, which would enable the Directors to give to the Stockholders a dividend on their stock, in this or the next year, out of the nett profits of the road.

It will be observed by the statement of the Treasurer, marked A, that for a period of 5 years 11½ months, the appropriation of the profits from transportation, to the amount of \$122,253 78, has been applied to the payment of debts for construction, principal and interest.

All of which is respectfully submitted.

JAMES BOSHER.

*May 27th, 1844.*

Whereupon, on motion, the said reports with the accompanying documents, were approved, received and ordered to be recorded.

The following resolution was offered by Mr. Rhodes:

*Resolved*, That the President and Directors be, and they are hereby authorized, to issue bonds, payable at such time and place, and bearing such rate of interest as they may deem advisable, for such amount, not exceeding thirty-three thousand dollars, as they may find to be requisite to discharge the remainder of the floating debt of the Company; and for such further amount, not exceeding seven thousand dollars, as shall be requisite to meet the expenditure which it may be necessary to incur for the accommodation of the freight business; and that they be authorized to make the bonds convertible into stock, and to give a mortgage on the property of the Company, or such other security for the payment of the interest and principal of any loan which they may create, under this resolution, as they may deem expedient.

And the question being taken as to the loan of thirty-three thousand dollars, on the terms and for the purpose stated in the foregoing resolution, the votes were, Ayes 1099, Noes 18, (the Noes represented by Mr. H. L. Kent,) the ayes being more than two-thirds of all the votes which could legally be given.

And on the question as to the loan of seven thousand dollars, on the terms and for the purpose stated in the said resolution, the votes were, Ayes 988, Noes 129, (Mr. Kent representing 18 votes, and Dr. John Bragg representing 111 votes, voting in the negative.)

On motion of Mr. Rhodes, *Resolved, unanimously*, That the President and Directors be, and they are hereby authorized, to make contracts with the Clover Hill Rail Road Company, and the Chesterfield Rail Road Company, so soon as the lines of those Companies respectively, shall be so completed and changed, as to enable this Company to do the transportation thereon, for a term not exceeding four years, for doing such transportation, and furnishing locomotives and cars therefor, taking care to secure this Company against hazard of loss; such contracts to be inoperative until approved by a stated meeting of Stockholders, or a meeting to be specially called for that purpose.

On motion of Mr. G. A. Myers, *Resolved*, That for the ensuing year, the salary of the President be fixed at one thousand five hundred dollars, and that of Superintendent of Transportation at one thousand two hundred and fifty dollars.

On the question as to the salary of President, the votes were, Ayes 972, Noes 129, (Dr. Bragg representing 111 votes, and Mr. Kent 18 votes, voting in the negative.

On the question as to the salary of Superintendent, the votes were unanimous.

On the question as to the adoption of the whole resolution, the votes were, Ayes 990, Noes 111, (Dr. Bragg voting in the negative.

On motion of Mr. Rhodes, the salary of the Vice President was abolished.

On motion of Mr. Rhodes, *Resolved*, That the Board be requested to consider whether a less expensive and equally efficient mode of superintending the affairs of the Company may not be adopted, and report to the next meeting of Stockholders.

On motion of Mr. Myers, the meeting then proceeded to the election of President, Vice President, and three Directors on the part of the Stockholders for the ensuing year.



Whereupon, Mr. James Boshier was elected President, Mr. Richard Barton Haxall, Dr. John Bragg, and Mr. Wm. P. Shepard, were elected Directors; and Mr. Richard Barton Haxall was elected Vice President.

Mr. Holden Rhodes, and Mr. Charles Ellis, were announced to have been appointed by the Board of Public Works, Directors on behalf of the State.

On motion of Mr. Rhodes, *Resolved*, That a committee of examination be appointed, with authority to employ a clerk.

Whereupon, Mr. Nicholas Mills, Mr. Thomas H. Ellis, and Mr. Jacob F. Barns, were appointed said committee.

And then, on motion, the meeting adjourned.

## A.

## STATEMENT OF RECEIPTS AND EXPENDITURES

*For Construction of the Road.*

## RECEIPTS.

Amount reported last year, per statement A, -	-	\$792,248 67
Appropriation from profits of transportation from 16th		
May, 1843, to 1st May, 1844, -	-	1,842 95
		<hr/>
		\$794,091 62

## EXPENDITURES.

Amount reported last year, per statement A, \$793,012 25		
From 16th May, 1843, to 1st May, 1844.		
Land damages, -	\$2,352 76	
Graduation, -	70 60	
	<hr/>	2,423 36
		<hr/>
		795,435 61
Deduct note not at maturity, -	-	1,343 99
		<hr/>
Total cash payments to 1st May, 1844,		
being principal and a portion of interest		
incurred prior to commencement		
of transportation, -	-	\$794,091 62
		<hr/>
N. B. The amount of appropriations from profits of		
transportation, in 5 years 11½ months, from 16th		
May, 1838, to 1st May, 1844, for payment of		
debts of construction, principal, and interest, is		\$122,253 78
		<hr/>

JNO. WILLIAMS, *Treasurer.**Richmond, 1st May, 1844.*



**B.****STATEMENT OF INCOME FROM TRANSPORTATION***From 16th May, 1843, to 1st May, 1844,—11½ Months.*

Months.	Local Travel.	Through Travel from Weldon, Petersburg, and Baltimore.	Freight.	TOTALS.
1843.				
May 16 to 31, inclusive,	\$1,105 81	For all } May, }	\$398 11	\$1,285 09
June, -	1,827 97		379 07	2,340 77
July, -	1,623 57		411 50	1,494 63
August, -	1,517 30		661 57	1,282 20
September, -	1,748 20		916 69	1,438 08
October, -	2,015 28		922 86	1,162 57
November, -	1,890 65		640 35	1,056 85
December, -	2,350 01		451 05	766 52
1844.		Adtl. for } 10 mos. }	204 96	204 96
January, -	2,279 17		496 13	1,221 46
February, -	2,244 21		671 27	1,644 41
March, -	2,003 97		1,050 53	1,706 77
April, -	2,166 59		679 02	1,806 16
	\$22,772 73		\$7,883 11	\$17,205 51
Mail Pay for 11½ months,	-	-	\$5,557 64	
Less Fines, -	-	-	26 00	
				5,531 64
Freight per Branch Road,	-	-	-	53,392 99
Receipts from Steamer Chesapeake,	-	-	-	551 64
				258 40
				54,203 03
Less due by Post Office Department,	-	-	-	484 87
				\$53,718 16

N. B. A comparison of the foregoing statement of receipts for eleven and a half months with the previous statement for twelve months, exhibits an increase in the last twelve months, of \$2,873 67.

JNO. WILLIAMS, *Treasurer.*

*Richmond, 1st May, 1844.*

## C.

## STATEMENT OF TRANSPORTATION EXPENSES,

*From 16th May, 1843, to 1st May, 1844,—11½ Months.*

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<i>Train Expenses—Hands, Wood, Oil, &amp;c.</i>	-	-	\$7,279 72
<i>Depôt Expenses—Watchmen, Hands, &amp;c.</i>	-	-	3,252 75
<i>Repairs of Rail Road—Ordinary,</i>	-	-	8,755 73
<i>Repairs of Locomotives and Cars,</i>	-	-	8,773 52
<i>Officers Salaries—President and Superintendent, Vice President, Treasurer, Ticket and Freight Agents,</i>	-	-	4,457 73
<i>Office Expenses,</i>	-	-	41 45
<i>Newspapers, Advertising, and Printing,</i>	-	-	173 37
<i>Contingent Expenses,</i>	-	-	192 64
<i>Postages,</i>	-	-	42 95
<i>Train Damages—Cattle Killed,</i>	-	-	43 00
<i>Transportation of Mail in Petersburg,</i>	-	-	501 94
<i>Omnibus Expenses,</i>	-	-	1,231 25
<i>Repairs of Bridges,</i>	-	-	273 95
<i>Repairs of Depôts,</i>	-	-	610 81
<i>Repairs of Turnpike,</i>	-	-	26 87
<i>Train Losses,</i>	-	-	31 36
<hr/>			
Amount of Ordinary Expenses for 11½ months,	-	-	\$35,689 04
Expense of New Iron laid down,	-	-	3,974 02
<hr/>			
			39,663 06
Cost of Constructing Branch Road, and Depôts and Wharves at Walthall,	-	-	17,043 67
Cost and Expenses of Steamer Chesapeake,	-	-	8,136 21
Expended for Building Two Lighters,	-	-	629 12
<hr/>			
			65,472 06
Deduct Notes, not at maturity,	-	-	23,564 95
<hr/>			
Amount of Cash Payments,	-	-	\$41,907 11
<hr/>			

JNO. WILLIAMS, *Treasurer.*

*Richmond, 1st May, 1844.*

## D.

## CASH ACCOUNT.

## RICHMOND AND PETERSBURG RAIL ROAD COMPANY,

*In account with John Williams, Treasurer.*

1844. May 1.		
By balance brought from last year's account, statement D,	\$2,573	31
By balance due by Post Office Department last year, since received,	-	688 91
By amount of receipts from transportation, per statement B,	\$54,203	03
Less due by Post Office Department.	484	87
	<u>53,718</u>	16
By freight received on produce and goods on other roads,	23,181	09
	<u>80,161</u>	47
To amount of notes deducted in account of construction expenditures last year, marked A, since paid,	\$763	58
To amount of notes deducted in account of transportation expenditures last year, marked C, since paid,	-	1,964 14
To amount of loans on construction account paid from 16th May, 1843, to 1st May, 1844,	1,150	00
To amount of interest paid on construction loans from 16th May, 1843, to 1st May, 1844,	2,203	29
To amount of expenses paid on construction account, per statement A,	\$2,423	36
Less notes not at maturity,	1,343	99
	<u>1,079</u>	37
To amount of expenses, per statement C, including cost of Branch Road, Depôts, and Wharves at Walthall, Steam-er Chesapeake, and Lighters,	65,472	06
Less notes not at maturity,	23,564	95
	<u>41,907</u>	11
To freight paid on produce and goods on other roads,	-	22,993 99
To cash paid State dividend on converted loan stock from 1st July, 1843, to 1st January, 1844,	5,568	00
	<u>77,729</u>	48
Balance due to the Company, including uncollected freights,	\$2,431	99

JNO. WILLIAMS, *Treasurer.**Richmond, 1st May, 1844.*

PROCEEDINGS  
OF  
THE STOCKHOLDERS  
IN THE  
RICHMOND AND PETERSBURG  
RAIL ROAD COMPANY,  
AT  
THEIR GENERAL MEETINGS;  
AND  
REPORTS  
MADE BY THE PRESIDENT AND DIRECTORS,  
TO  
THE STOCKHOLDERS.

TENTH MEETING, MAY 27th, 1845.

RICHMOND:  
PRINTED BY P. D. BERNARD, MUSEUM BUILDING.

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1845.



TENTH  
MEETING OF THE STOCKHOLDERS,

HELD ON TUESDAY, 27TH MAY, 1845.

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At a meeting of Stockholders of the RICHMOND AND PETERSBURG RAIL ROAD COMPANY, held at the Office of the Company in Richmond, on Tuesday, the 27th May, 1845,

Judge JOHN F. MAY was appointed Chairman, and JOHN WILLIAMS, Secretary.

There being present in person and by proxy private Stockholders entitled to 803 votes, and the proxy of the Board of Public Works, Mr. James Lyons, entitled to 394 votes, being in all 1197, (the whole number that could be given being 1620,) the meeting proceeded to business.

The following reports and documents were presented by the Vice President and Directors, and read :

R E P O R T .

*To the Stockholders of the*

*Richmond and Petersburg Rail Road Company.*

GENTLEMEN,—I herewith present to your consideration the report of Mr. Wirt Robinson, General Agent, together with the documents therein referred to.

By order of the Board of Directors.

R. B. HAXALL, *Vice President.*

MAY 27th, 1845.



*To the Vice President and Directors of the*

*Richmond and Petersburg Rail Road Company.*

GENTLEMEN,—Upon the resignation of Mr. James Bosher as President of this Company, on the 21st of January last, the Board of Directors conferred on me the office of General Agent, with authority, as far as may be, to discharge the duties of President, and I now have the honor to lay before you the following statement of the affairs of the Company.

The receipts of the Company, for the twelve months ending the 1st of May, 1845, as will appear by the accompanying statement, marked B, amount to \$59,203 60, (shewing an increase over the eleven and a half previous months, of \$5,000 57,) and the ordinary expenses, during the same period, amount to \$41,957 92, as per statement C.

The extraordinary expenses during the past year have been large. The superstructure of one-half of the road, between Richmond and Petersburg, has been entirely relaid, the remaining distance thoroughly repaired, and thirteen and a half miles of new iron laid down, which, with that laid down last year, completes the renewal of the iron on the whole line. The James River Bridge has undergone extensive repairs, and only requires new flooring to make it secure and permanent. Ten eight-wheeled freight cars, eleven coal cars, and two tenders have been built, and one of the six-wheeled engines altered and rebuilt so as to convert it into an efficient freight engine.

The business on the branch to Port Walthall has not been as great, so far, as was anticipated; but the decided preference expressed for that port by the Captains of all of the ships which have loaded there, together with the facility and expedition of transportation between it and Richmond, must, in time, make it the point of loading for foreign ports. Thirty-seven ships have loaded there since the opening of the branch road, in February 1844—thirty of which were loaded during the past year.

The Clover Hill Rail Road Company are progressing rapidly with their road, and expect to complete it by the 1st of July next. Steps have therefore been taken (under the resolution of the Stockholders, at their last annual meeting) to procure the requisite number of cars, and to furnish the motive power, &c. to do the transportation over their road, and a contract has been concluded with that Company, which is herewith presented for the approval of the Stockholders.

From the statements of the business of the road for the last two years, there appears to be a gradual improvement in the revenue of the Company, from its present sources. This will no doubt be considerably increased from the coal trade of the Clover Hill region; and as an association is about being formed, for the purpose of running a steanboat between Norfolk and Port Walthall, and will in all probability speedily go into operation, some additional revenue may be expected from this source also.

There is every reason therefore to believe that the income of the Company for the present year, will be beyond what it ever has been, and unattended with any material increase of expense. The Statements above referred to, together with the cash account of the Treasurer, are herewith respectfully submitted.

WIRT ROBINSON,

*General Agent, &c. R. and P. R. Road Co.*

*May 27th, 1845.*

Whereupon, the said reports and documents were received, approved and ordered to be recorded.

The contract made and signed by the President of the Clover Hill Rail Road Company, and the General Agent of this Company, dated 26th May, 1845, referred to in the aforesaid reports, was read, and on the question being put, the said contract was unanimously approved and ratified.

The meeting then proceeded to the election of President, Vice President, and three Directors, on the part of the Stockholders, for the ensuing year.

Whereupon, Mr. Wirt Robinson was unanimously elected President, Mr. Richard Barton Haxall, Dr. John Bragg, and Mr.

Wm. P. Sheppard were elected Directors ; and Mr. Richard Barton Haxall was elected Vice President.

Mr. Holden Rhodes and Mr. Charles Ellis were announced to have been appointed by the Board of Public Works, Directors on the part of the State.

On motion of Mr. M. Robinson, Mr. Nicholas Mills, Mr. Thomas H. Ellis and Mr. Jacob F. Barns were appointed the Committee of Examination.

And then, on motion, the meeting adjourned.

## A.

## STATEMENT OF RECEIPTS AND EXPENDITURES

*For Construction of the Road.*

## RECEIPTS.

Amount reported last year, per statement A,	\$794,091 62
Appropriation from profits of transportation from first of May, 1844, to first of May, 1845, - - - - -	348 79
	<hr/> \$794,440 41

## EXPENDITURES.

Amount reported last year per statement A,	\$795,435 61
From first of May, 1844, to first of May 1845,	4 80
	<hr/> \$795,440 41
Deduct received for Planing Machine, -	1,000 00
	<hr/> \$794,440 41

JNO. WILLIAMS, Treasurer.

RICHMOND, 1st May, 1845.

**B.****STATEMENT OF INCOME FROM TRANSPORTATION***From 1st May, 1844, to 1st May, 1845.*

Months.	Local Travel.	Through Travel.	Freight.	Branch Ro. Freight.	TOTALS.
May, 1844,	\$1,991 45	605 90	\$2,232 72	196 70	\$5,026 77
June, "	1,765 25	426 04	1,427 61	121 20	3,740 10
July, "	2,264 98	385 70	1,258 76	869 80	4,779 24
August, "	2,102 15	776 31	1,410 22	691 23	4,979 91
September, "	2,006 50	1,131 23	901 40	143 07	4,182 20
October, "	2,012 06	965 12	1,151 46	279 55	4,408 19
November, "	1,656 01	525 60	921 95	407 80	3,511 36
December, "	2,296 41	414 41	1,168 73		3,879 55
January, 1845,	1,964 61	444 78	1,473 22	99 10	3,981 71
February, "	1,764 83	567 31	1,521 58	433 05	4,286 77
March, "	1,977 28	953 15	1,445 35	284 90	4,660 68
April, "	2,056 97	675 06	1,696 83	1,236 36	5,665 22
	23,858 50	7,870 61	16,609 83	4,762 76	53,101 70
Mail Pay received,	-	-	-	-	5,794 48
Premiums on Drafts,	-	-	-	-	27 14
Balance to credit of Repairs of Turnpike,	-	-	-	-	280 28
					\$59,203 60

JNO. WILLIAMS, Treasurer.

RICHMOND, 1st May, 1845.

## C.

## STATEMENT OF TRANSPORTATION EXPENSES,

*From 1st May, 1844, to 1st May, 1845.*


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Repairs of Rail Road,	-	-	-	-	-	\$11,133 86
Repairs of Locomotives and Cars,	-	-	-	-	-	8,936 95
Train Expenses,	-	-	-	-	-	6,932 63
Depôt Expenses,	-	-	-	-	-	5,141 07
Repairs of Bridges,	-	-	-	-	-	535 28
Omnibus Expenses,	-	-	-	-	-	494 04
Officers' Salaries,	-	-	-	-	-	4,859 61
Postages,	-	-	-	-	-	79 87
Train Losses,	-	-	-	-	-	77 33
Newspapers, Advertising and Printing,	-	-	-	-	-	386 51
Contingent Expenses,	-	-	-	-	-	1,228 00
Branch Road Expenses,	-	-	-	-	-	1,044 72
Repairs of Depôts,	-	-	-	-	-	710 14
Office Expenses,	-	-	-	-	-	126 66
Transportation of Mail and Baggage in Petersburg,	-	-	-	-	-	271 25
						<hr/>
						\$41,957 92
						<hr/>

JNO. WILLIAMS, Treasurer.

RICHMOND, 1st May, 1845.

## D.

## CASH ACCOUNT.

RICHMOND AND PETERSBURG RAIL ROAD COMPANY,

*In account with John Williams, Treasurer.*

	Dr.	Cr.
1845. May 1.		
By balance brought from last year's account, per statement D, - - - - -		\$2,431 99
By amount of receipts from transportation, per statement B, - - - - -		59,203 60
By freight received on produce and goods on other roads, - - - - -		23,781 75
By amount of temporary loans from Banks and others, - - - - -		37,265 24
By planing machine sold, - - - - -		1,000 00
		<u>\$123,682 58</u>
To amount of note deducted in account of construction expenditures last year, marked A, since paid, - - - - -	\$1,343 99	
To part of notes deducted in account of transportation expenses last year, marked C, since paid, - - - - -	16,956 75	
To amount of loans on construction account, paid from 1st May, 1844, to 1st May, 1845, - - - - -	1,000 00	
To amount of interest paid on construction account, from 1st May, 1844, to 1st May, 1845, - - - - -	4,031 37	
To amount of interest paid on transportation account, from 1st May, 1844, to 1st May, 1845, - - - - -	934 55	
To cash paid state dividends, from 1st January, 1844, to 1st January, 1845, - - - - -	11,136 00	
To amount paid on construction account, per statement A, - - - - -	4 80	
To amount of transportation expenses per statement C, - - - - -	41,957 92	
To freight paid on produce and goods on other roads, - - - - -	24,811 05	
To amount of cash payments for other than ordinary expenses, - - - - -	18,247 22	
		<u>120,423 65</u>
Balance due to the Company, including uncollected freights, - - - - -		<u>\$ 3,258 93</u>

JNO. WILLIAMS, Treasurer.

RICHMOND, May 1st, 1845.







PROCEEDINGS  
OF  
THE STOCKHOLDERS  
IN THE  
RICHMOND AND PETERSBURG  
RAIL ROAD COMPANY,  
AT  
THEIR GENERAL MEETINGS,  
AND  
REPORTS  
MADE BY THE PRESIDENT AND DIRECTORS,  
TO  
THE STOCKHOLDERS,  
ELEVENTH MEETING, MAY 26th, 1846.

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RICHMOND:  
P. D. BERNARD, OVER THE REPUBLICAN OFFICE, MAIN STREET.  
1846.



## ELEVENTH MEETING OF THE STOCKHOLDERS,

HELD ON TUESDAY, 26TH MAY, 1846.

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At a meeting of Stockholders of the Richmond and Petersburg Rail Road Company, held at the Office of the Company, in Richmond, on Tuesday, 26th May, 1846,

General JAQUELIN B. HARVIE was appointed Chairman of the meeting, and JOHN WILLIAMS, Secretary.

There being present in person and by proxy private Stockholders entitled to 942 votes, and the proxy of the Board of Public Works, Mr. James Lyons, entitled to 394 votes, being in all 1336, (the whole number that could be given being 1593,) the meeting proceeded to business.

The following Report was presented by the President and Directors, and read:

### ANNUAL REPORT.

The Board of Directors of the Richmond and Petersburg Rail Road Company, in presenting their Annual Report to the Stockholders, are gratified at being able to show, that they have not been disappointed in the expectation expressed in the last annual report of a largely increased income without a corresponding increase in the current expenses of the Road. The receipts of the Company for the year ending 30th April, 1846, as will appear by the accompanying statements, amount to \$78,868 07, an increase of \$19,658 47 over those of the previous year, and the current expenses to \$42,466 39.

Of this increased income \$12,205 12 was received from the business, chiefly coal, from the Clover Hill Rail Road, over which transportation was commenced on the first of August, and has steadily increased, with every prospect of a continued increase both in coal and other freight. To accommodate this, as well as the business of the Richmond and Petersburg and Port Walthall Roads, it has been necessary to incur a considerable expenditure in cars, engines, &c., and if the trade continues to increase, of which there is little room for doubt, additional motive power and

cars will still be required. The accompanying statement, marked A, will shew the amount of cars and other new work built, and the expenditure incurred in their construction, as also the whole stock of cars, engines, &c. now on the road.

The application made to the Legislature in 1844-45 for a suspension of the payment of cash dividends to the State, was renewed during the last session of the Legislature, and an act passed authorising the Company, for the term of three years, to issue to the Board of Public Works bonds bearing interest and payable three years after date, in lieu of dividends in money. The relief afforded by the passage of this act, will enable the Company to procure such cars and motive power as are still requisite for their business, and relieve them from the embarrassment under which they have labored for some time past, in meeting their immediate engagements. Their floating debt, as will be seen by the Treasurer's statement, is now \$59,337 06, falling due within the next eighteen months, and if an arrangement, by a permanent loan or otherwise, could be made to fund this debt, it is probable, from the present prospects of the Road, that the Stockholders, as well as the State, might receive some return from their investment even before the expiration of the period granted by the State for the suspension of its dividends. It is therefore recommended that authority for this purpose be given to the Board of Directors in such manner as may be deemed most advisable.

The business of Port Walthall has increased considerably during the past year. Forty-two vessels have been loaded there, taking 85,962 barrels of flour and 2,272 hogsheads of tobacco, besides grain, cotton, manufactured tobacco, &c.; and seventy-six with coal, taking upwards of 225,000 bushels. The amount of inward freight has been small, consisting of salt and plaster, with some groceries and dry goods; but as it is only recently that freight has commenced arriving at this port, it may be of some importance in future. All of the flour and tobacco vessels, and most of those for coal, prefer being towed in and out of the Apomattox, by which they are greatly expedited in their trips, and give nearly full employment to the Steamer Chesapeake at this time, and although she has heretofore been a source of expense to the Company, it is believed that henceforth she will at least clear her expenses and afford great facilities to the shipping at this port. But if she even continued to be a source of some expense to the Company, a tow boat in readiness and at their command at all times, is so necessary to this important branch of their business, that the advisability of retaining her seems beyond doubt.

The Association for running a Steamboat Line between Port Walthall and Norfolk, referred to in the last Annual Report as

about being formed, has recently placed the fine Steamer *Augusta* on this route, and there cannot be a doubt that the superior speed and comfort of the route will, within a reasonable time, secure a considerable amount of travel, and prove a source of increased revenue to the Richmond and Petersburg Rail Road Company.

The re-flooring of James River Bridge has been very much retarded by the difficulty of procuring the timber for that purpose. About one-third of it is now laid, and the balance will be completed during all of this summer. When finished, with the *iron track* entirely across, it will be a beautiful and permanent improvement and require little or no expense for repairs for some years.

The whole line of the Road, from the Southern end of James River Bridge to Pocahontas Depot, is in good condition; and with the arrangements made for its supervision, will be kept so, even if the trade over it should exceed our most sanguine expectations.

The Turnpike between Richmond and Petersburg, the expenses of which have been heretofore nearly met by its receipts, has cost the Company, during the past year \$1,104 53. This will be accounted for by the construction of a new bridge across the Appomattox at Petersburg, and a new toll house near Swift Creek.

The accompanying statements, which present to the Stockholders a full view of the affairs of the Company, are herewith respectfully submitted.

Signed by direction and on behalf of the Board.

WIRT ROBINSON, *President*.

Whereupon, the said Report and the Documents therein referred to, were received, approved and ordered to be recorded.

Mr. Lyons then laid before the meeting two communications to him as proxy of the Commonwealth from the Board of Public Works—one of the 25th instant, and the other of this date—the former enclosing certain resolutions of the Board of Public Works in relation to the connexion between this Company and the Norfolk and Port Walthall Steamboat Association, and the other containing a communication of John F. May and others, and resolutions of the Board of Public Works, in relation thereto; and he offered the following resolution in relation to the first communication of the Board:

*Resolved*, That the instructions from the Board of Public Works to their proxy, which have been this day read to the meeting, together with the correspondence between that Board and the Presidents of this Company and of the Richmond, Fredericksburg and Potomac Company, and all other matters and questions touching the connexion between this Company, the Richmond, Frede-



ricksburg and Potomac Company and the Port Walthall Association, and the controversy between this Company and the Petersburg Company, be referred to a committee of five, with instructions to investigate the whole subject, and report to an adjourned meeting of this Company as soon as practicable.

After which, the following correspondence between the Board of Public Works and the Presidents of this Company and the Richmond, Fredericksburg and Potomac Rail Road Company, was called for and read.

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### CORRESPONDENCE.

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SECOND AUDITOR'S OFFICE, 11th May, 1846.

WIRT ROBINSON, Esq.,

*Pres't Richmond and Petersburg R. R. Co.*

Dear Sir:—By direction of the Board of Public Works, I herewith transmit a copy of a memorial addressed to them by R. A. Mayo and others, owners of the Steamers Curtis Peck and Alice, and of a resolution adopted by the Board in relation to the same, with the request that they may receive your prompt attention. Very respectfully, your obedient servant,

J. BROWN, Jr.

The memorial of Robert A. Mayo, Luther Libby, Richard O. Haskins, Hay T. Taliaferro, Edwin S. Taliaferro, John Davis, and others, to the Board of Public Works:

Humbly represents, That they, the above named parties, owners of the Steamboats Curtis Peck and Alice, now plying as passage boats on the James River from Richmond to Norfolk, have as individuals invested a large amount of capital in the purchase of those boats, with the intention of forming a daily line on the river, and for the purpose of carrying the mail daily between Richmond and Norfolk, and for the transportation of passengers; that they are separately and collectively bound for all and every expense of the running of their boats, and that they are now opposed by Steamboats called the Chesapeake and Augusta; the former entered in the Custom House in this city in the name of Moncure Robinson, trustee for the Richmond and Petersburg Rail Road Company, the latter said to be owned by individuals: both of which boats are running in connexion with the Richmond, Fredericksburg and Potomac Rail Road Company, and the Richmond and Petersburg Rail Road Company in

transporting passengers to Richmond and on to Washington city, and from Norfolk via Port Walthall to Petersburg at a reduced price.

In consequence of the passengers by those boats being passed over those different Rail Roads without charge, or if any, at a less cost than passengers taken from any other point along the same Rail Roads of like distance,—We, the undersigned, desiring that we as individuals, engaging in a private enterprise, should be so far protected as you may have it in your power to protect us, by placing others on equality with us, by requiring them to pay a fair proportion for whatever travel may be transported over the Rail Roads before mentioned, or so far as the State's interest is involved.

If it should appear that the boats are owned by individuals thus engaged in transporting passengers over the Rail Roads to Norfolk in connexion with those boats, and that it is an individual enterprise, and that the interest of the State on those roads is not made to operate against us, then we have not a word. But we feel assured that you, as the guardians of the State's interest in all works of internal improvement, will inquire into the grievance here set forth, and not allow the capital of the State to be used in putting down the enterprise of its private citizens, and feel assured that you will require that those companies shall be confined strictly within the limits of their respective charters as rail road companies, and not allowed to own or be concerned in the running of steamboats,—and we would respectfully suggest, that for the better information of your body, as to the interest of the State in keeping up the line complained of, that you send for persons and papers.

All of which is respectfully submitted.

[Signed]

RO. A. MAYO,  
LUTHER LIBBY,  
RICHARD O. HASKINS,  
H. T. TALIAFERRO,  
EDWIN S. TALIAFERRO,  
JOHN DAVIS.

*Richmond, Va., 7th May, 1846.*

At a meeting of the President and Directors of the Board of Public Works, held May 9th, 1846, the following resolutions were adopted: viz.

*Resolved,* That the Second Auditor transmit to the President of the Richmond, Fredericksburg and Potomac Rail Road Company, and to the President of the Richmond and Petersburg Rail Road Company, each, a copy of the memorial of Messrs. Mayo and others, owners of the Steamboats Curtis Peck and Alice,

plying between Richmond and Norfolk, addressed to the Board of Public Works and this day laid before them, and also a copy of the following resolution:

*Resolved*, That whilst the Board disclaim the extensive powers attributed to them by the said memorialists, they respectfully request the said Presidents to communicate to them such information as will put them in possession of a correct knowledge of all the facts alleged in said memorial, and particularly, whether the Steamers Chesapeake and Augusta, or either of them, belong wholly or in part to both or either of said Rail Road Companies; whether the establishment of said boats as part of a line to convey passengers to and from Norfolk and Richmond via Port Walthall is maintained wholly or partly at the expense of said Rail Road Companies; whether passengers on said Boats are passed over the said Rail Roads on more favorable terms than other passengers; what contracts or other engagements or arrangements have been entered into respecting the same, and (if the said Rail Road Companies have in any manner a direct pecuniary interest in the said boats, or in their maintenance) what object they have in view in contributing the same.

A true copy from the minutes.

Teste,

J. BROWN, Jr., *Second Auditor*.

JAMES BROWN, Jr., Esq., *Second Auditor*:

Sir,—The undersigned, Presidents of the Richmond, Fredericksburg and Potomac, and Richmond and Petersburg Rail Road Companies, have received your communication of the 11th inst., enclosing a copy of certain resolutions adopted at a meeting of the Board of Public Works on the 9th inst., and beg leave to make the following reply to the same:

The Steamboat Chesapeake was purchased in December, 1843, by the Richmond and Petersburg Rail Road Company, on the completion of their Port Walthall branch, for the purpose of towing vessels to and from the landing at Port Walthall. It was believed to be essential to the usefulness of that branch, and has been used as a *towing* boat, except at particular periods, when the towing business being dull, it has been chartered or used temporarily by the Company for the conveyance of passengers. This boat is exclusively the property of the Richmond and Petersburg Rail Road Company.

The Steamboat Augusta is the property of an association, styled the Norfolk and Port Walthall Steamboat Association, running in connexion with the Richmond and Petersburg Rail Road Company between Port Walthall and Norfolk, under an arrangement made between the Richmond, Fredericksburg and Potomac, and Richmond and Petersburg Rail Road Companies,

by which it has been agreed that three-fourths of the receipts for travel and freight between Richmond and Petersburg and Norfolk should accrue to the Association, and one-fourth to the Richmond and Petersburg Rail Road Company, and that the whole receipts from any through travel between the towns of the District of Columbia and Norfolk should also accrue to the Association for the term of two years, after which the receipts from this last travel are to be divided between the Norfolk and Port Walthall Association and the Rail Road Companies, "Either in the ratio of the local fares, or as a disinterested umpire or umpires to be agreed on between the parties may determine." The capital stock of this Association consists of three hundred and sixty shares, of one hundred dollars each, of which the Richmond, Fredericksburg and Potomac Rail Road Company are the holders of one hundred and twenty-five shares.

The above states the whole "engagements or arrangements" under which the Steamboat *Augusta* is now running, and it remains for the undersigned to state to the Board the objects which the Richmond and Petersburg and Richmond, Fredericksburg and Potomac Rail Road Companies had in entering into these engagements and arrangements.

It is known to the Board of Public Works that a leading object in the construction of the Port Walthall branch of the Richmond and Petersburg Rail Road was to secure, or at least participate in the passenger business between Richmond and Norfolk. A branch to Bermuda Hundred was authorised in the charter of the Company, but it was found that the same objects would be attained by making the branch in part to Port Walthall only, as by continuing it the whole distance to Bermuda Hundred. Accordingly at a meeting of the stockholders of the Richmond and Petersburg Rail Road Company on the 8th of July, 1842, the Board of Directors were instructed to construct this branch expressly with a view to the passenger business between Richmond and Petersburg and Norfolk, and *long before the present James River Steamboat Company was constituted*, and it has been the constant aim of the Directors of the Richmond and Petersburg Rail Road Company, since the completion of their branch, to induce a Steamboat Company or Association to run in connexion with them. They believe that the revenue which will accrue to them from securing the travel between Richmond and Petersburg and Norfolk on their Rail Road will well justify the slight increased expense of running their trains on the Port Walthall branch in connexion with a steamboat line.

But the inducements offered by them not having been found sufficient to lead to the formation of a steamboat line, it was believed to be an object with the Washington and Fredericksburg



Steamboat Company, and the Richmond, Fredericksburg and Potomac, and Richmond and Petersburg Rail Road Companies, to give up for a specified time, the income from such travel as would be brought over the Rail Road and Steamboat line between Washington and Port Walthall, on through tickets, between Washington, Alexandria and Georgetown, on the one hand, and Norfolk and Old Point Comfort, on the other, in order to secure permanently a revenue to these companies from this travel. As no extra expense in running trains was occasioned to either Company by this travel, which had not before existed, and which would be created by the arrangement, it was obvious that each company could well afford to give up its extra receipts from it for a year or two, in order to secure permanently an important additional income from it.

The above objects would in the opinion of the Directors of the Richmond, Fredericksburg and Potomac, and Richmond and Petersburg Rail Road Companies, have abundantly justified the arrangements made between these Companies and the Norfolk and Port Walthall Steamboat Association; but an object of far more moment both to the Commonwealth and the individual stockholders of the Rail Road Companies will be attained by them.

The Board of Public Works are aware that about the 1st of April, 1845, the cars of the Portsmouth and Roanoke Rail Road Company ceased to run to Weldon on that rail road. Immediately afterwards, an arrangement was made between the City Point Rail Road Company, the James River Steamboat Company, and the Bay boats, by which travellers were conveyed the whole distance between Petersburg and Baltimore for six dollars only, or the lowest charge at which they have ever been conveyed between Norfolk and Baltimore. This arrangement made expressly with a view of diverting the through travel from the rail roads north of Petersburg, would in itself have been most injurious to them, but it was made still more so, by the President of the Petersburg Rail Road Company allowing the runners of this combined line the privilege of travelling free of charge in the cars of the Petersburg Rail Road Company, of distributing bills and soliciting travel in them, and of giving through tickets over the Petersburg Rail Road by the James River and Bay boats, privileges still allowed, greatly to the injury of the rail roads north of Petersburg.

You may recollect, sir, that your attention was at the time drawn to this subject by the President and Directors of the Richmond, Fredericksburg and Potomac Rail Road Company, in a communication a copy of which is herewith inclosed, and it was hoped the Board of Public Works would have felt themselves

authorised to exercise their influence so far as they could legitimately, through the Directors and proxy of the Commonwealth in the Petersburg Company, in arresting a proceeding which was inflicting, and which continues to inflict serious injury on the interests of the Commonwealth in the rail roads north of Petersburg, and which cannot fail if continued, seriously to re-act on the prosperity of the latter work.

The Boards of Directors are gratified in believing that the organization of the Norfolk and Port Walthall Association will be an important protection to the companies north of Petersburg against the injury with which they have been threatened. It is obvious that if the James River and Bay Steamboat Companies could continue to receive high rates of fare and an adequate support from the local travel between Richmond and Petersburg and Norfolk, and between Norfolk and Baltimore, they could afford to take the through travel, or that between Petersburg and Baltimore at any rate, however low, which did not interfere with their local rates, and thus the lines of rail road in which the State has so large an interest between Petersburg and Washington would be kept impoverished and possibly in a disabled condition, merely that the traveller between the Northern and Southern States might be conveyed out of Virginia at a diminished cost. The Norfolk and Port Walthall Association, whilst it reduces the charge to the *domestic travel* between Richmond and Petersburg and Norfolk, will make it impracticable for the combined line to subsist at the very reduced rates which have hitherto been charged on *the through travel*, and oblige those boats to add at least somewhat to the present charge. If even the highest charge (\$2) which has been made recently during the travelling season by the James River boats between Petersburg and Norfolk was added to the charge of the Bay boats, the whole charge by the river and bay line would still be less, allowing for meals, than the present charge by the rail road line between Petersburg and Baltimore, and this last the Board of Public Works may feel assured, has (in view of the competition to which the rail road line has recently been exposed) been placed as low as the Rail Road Companies feel that they can, in justice to their stockholders, convey the traveller at.

Some explanation may be proper by one of the undersigned, on the subject of the stock of the Norfolk and Port Walthall Steamboat Association, held by the Richmond, Fredericksburg and Potomac Rail Road Company.

The Board of Directors of that Company were instructed at the meeting of the stockholders in May, 1844, "To invest in such manner as they may deem most for the advantage of the stockholders, any amount which they may deem it expedient to

retain as a permanent contingent or sinking fund, and any surplus funds which they may from time to time have on hand, and which it may seem to them most expedient to invest temporarily." As it was designed to effect both fire and marine insurance on any boat or boats which might be purchased by the Norfolk and Port Walthall Steamboat Association, and the investment was deemed by individuals an advantageous one, it was believed by the Board that they could temporarily invest in no manner more "for the advantage of the stockholders," twelve thousand five hundred dollars of the fund provided by them as a contingent and sinking fund, than in the stock of the Association. By this investment, so long as the fund may not be required by the Company for other purposes, the Board are enabled to exercise a sufficient influence in the Association to prevent any combination being formed with other steamboat lines on the Bay, such as have hitherto been so prejudicial to both the Richmond, Fredericksburg and Potomac, and Richmond and Petersburg Rail Road Companies. This consideration would be alone of more consequence than any possible loss which could result from the investment.

The undersigned, in conclusion, deem it scarcely worth while to remark on the complaint of the proprietors of the James River Boats, that the Norfolk and Port Walthall Steamboat Association, in connexion with the Richmond, Fredericksburg and Potomac and Richmond and Petersburg Rail Road Companies, are transporting passengers between Washington and Norfolk, and Richmond and Petersburg and Norfolk, *at reduced rates*. It will be seen from what has been above stated, that the Rail Road Companies between Port Walthall and Washington have been much "more sinned against than sinning," in this matter. It may be added, (what the members of the Board are perhaps aware of,) that during the whole of the last summer, the Steamboat Curtis Peck and the Jewess, a boat belonging to the Bay Company, ran alternately on James River, in connexion with the Baltimore Bay Boats, and it is generally understood that the Bay Company and the owners of the Curtis Peck are jointly the owners of the Steamboat Alice, so that a company incorporated by the State of Maryland, and the Stock of which is held in the City of Baltimore, is in fact the proprietor of much the largest portion of the Steamboat Line between Petersburg and Baltimore, by way of the James River and Bay. And yet the owners of the Curtis Peck are gravely endeavoring to enlist the sympathies of the Board of Public Works in their behalf, in an attempt, in conjunction with this Baltimore Steamboat Company, to divert the legitimate travel of a line which the State of Virginia and its citizens have expended millions in constructing!



That the Board of Public Works may be satisfied that such is *the true aspect of the case*, the undersigned will willingly undertake to pledge their respective Companies, as well as the Stockholders of the Norfolk and Port Walthall Steamboat Association, that no reduction will henceforth be made on the Richmond, Fredericksburg and Potomac, and Richmond and Petersburg Rail Roads, in favor of passengers by the Augusta, and that none shall be made by the Augusta in favor of passengers by the Rail Roads; *Provided*, the James River and Bay Companies will adopt a similar course and make the same charge on all passengers travelling between the same points on their respective routes. If this proposition is declined, it can only be because the James River and Bay Companies wish to have the benefit of *combination*, and of *reduced rates on through tickets*, in order to *divert travel* from the Rail Roads north of Petersburg, but are unwilling that the Rail Road Companies should be protected by the adoption of a similar course. It is enough, it is believed, to state the proposition to the Board of Public Works, to satisfy them, that as guardians of the interests of the Commonwealth, not to speak of those of individuals, in the works committed to their charge, the Boards of Directors of the Rail Road Companies would have been wanting in their duty not to have taken the measures adopted by them for their protection, or to discontinue any of them, unless under such a stipulation as has been above suggested.

All which is respectfully submitted.

Signed,

MONCURE ROBINSON,

*Pres't R. F. & P. R. R. Co.*

WIRT ROBINSON,

*Pres't R. & P. R. R. Co.*

RICHMOND, May 20th, 1846.

Mr. Macfarland then offered the following as a substitute for the resolution of Mr. Lyons:

*Resolved*, That the arrangement entered into by this Company with the Port Walthall Association be, and the same is hereby approved.

Judge May offered the following as a substitute for the foregoing substitute of Mr. Macfarland:

*Resolved*, That the contract which has been entered into on the part of the Board of Directors of this Company with the Port Walthall and Norfolk Steamboat Company is inexpedient; and if it shall continue to be executed for any length of time, will increase the present heavy embarrassments of this Company: and therefore while this meeting disclaims all censure of the Board, that it be recommended to the Board to procure a rescision of the said contract.

The substitute offered by Judge May was rejected.

The substitute of Mr. Macfarland for the resolution offered by Mr. Lyons, was then adopted.

The communication of John F. May and others to the Board of Public Works, which was submitted by Mr. Lyons, was then referred to the President and Directors of this Company, with instructions to report thereon to the said Board.

Mr. Rhodes offered the following resolution :

*Resolved*, That the President and Directors be, and they are hereby authorised to make a loan or loans, payable at such times and places as they may deem advisable, not earlier than 1855, for an amount not exceeding sixty thousand dollars, for the purpose of funding the debt of the Company due previous to the year 1850, and of purchasing any increased stock of machinery which may be required by the increasing business of the Road, and that they be authorised to give such security for the same on any or all the property of the Company, as they may deem expedient.

Judge May offered the following amendment thereto :

*Provided*, That not more than 6 per cent. interest be paid for such loan, and that no commission be allowed for negotiating the same.

The said amendment was rejected, and the resolution of Mr. Rhodes, as set forth above, after the blank had been filled with the words "sixty thousand," was adopted—Ayes 1182, Noes 154.

On motion of Mr. Rhodes,

*Resolved*, That the Board of Directors be authorised to adjust the debt due from Charles F. M. Garnett upon such terms as they may deem proper.

The meeting then proceeded to the election of Officers and Directors for the ensuing year, whereupon the following gentlemen were unanimously elected: Wirt Robinson, President; Richard Barton Haxall, Vice President; and Richard B. Haxall, John Bragg and William P. Sheppard, Directors on behalf of the Stockholders.

Holden Rhodes and Charles Ellis were announced to have been appointed by the Board of Public Works Directors on behalf of the State.

*Resolved*, That the President and Directors take such measures in regard to publishing their Report and the Proceedings of this meeting as shall seem to them expedient.

And then the meeting adjourned.

J. B. HARVIE, *Chairman*.

JNO. WILLIAMS, *Secretary*.

## CASH ACCOUNT.

RICHMOND AND PETERSBURG RAIL ROAD COMPANY

*in acc't with JOHN WILLIAMS, Treasurer.*

1846. May 1.	Dr.	Cr.
Cr. By balance bro't from last year's account,		\$3,258 93
By amount of Cash receipts from transportation during the year, - -		75,100 05
By freight received on produce and goods on other roads, - - - -		27,881 50
By proceeds of Company's Bonds, -		29,574 21
		<hr/>
		\$135,814 69
Dr. To am't of temporary loans from Banks and others, paid off during the year,	\$18,178 95	
To am't of notes and bonds, do. do.	41,282 73	
To am't of expenses paid on transportation account, - - - -	32,046 82	
To State dividend paid, - - -	5,568 00	
To freight paid on produce and goods on other roads, - - - -	27,254 61	
To am't of loans on construction account paid during the year, - - -	1,000 00	
To am't of interest on do. do.	4,184 80	
To am't of expenses on do. do.	8 68	
	<hr/>	129,524 59
Balance on hand, - - - -	\$	6,290 10

*Richmond, 1st May, 1846.*

JOHN WILLIAMS, Treasurer.

**STATEMENT of the affairs of the Richmond and Petersburg Rail**

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*Cost of Road and Property.*

From Richmond to Petersburg, including interest,	-	-	-	-	-	-	\$873,281 69	
Branch Road to Port Walthall, purchase of land at Do., wharves, coal tracks, and cost of cars, &c.	-	-	-	-	-	-	34,917 22	
Steamer Chesapeake,	-	-	-	-	-	-	6,695 00	
								<u>\$914,893 91</u>

*Debts due to the Company.*

By individuals on Stock,	-	-	-	-	-	-	5,726 06	
Open accounts,	-	-	-	-	-	-	4,542 70	
								<u>10,268 76</u>
Purchase of Stock,	-	-	-	-	-	-	-	7,400 00
Cash on hand,	-	-	-	-	-	-	-	6,290 10

\$938,852 77

*Road Company, from the commencement of the work to the 1st of May, 1846.*

*Capital Stock.*

Subscribed by individuals, 3,000 shares, -	\$300,000 00	
Do. by the State, old stock, 2,000 shares, 200,000 00		
new " 1,856 "	185,600 00	
		\$685,600 00

*Debts due by the Company of a permanent nature.*

Bonds due in London in 1853, £ stg. 12,300 at par, 54,666 67		
Bonds due in Richmond in 1850, at par, -	40,000 00	
		94,666 67
Dividends credited to private Stockholders out of profits of transportation, - - - - -	23,942 71	
Dividend due to the State, 1st January, 1846, -	5,568 00	
		29,510 71

*Debts due by Bonds, Notes and open Accounts.*

Bonds, - - - - -	9,616 09	
Notes, - - - - -	44,178 06	
Open accounts, - - - - -	5,542 91	
		59,337 06

*Profit and Loss.*

Receipts from transportation since the commencement, - - - - -	505,431 03	
Deduct expenses of transportation, interest, dividends paid to the State, cost of relaying the road, - - - - -	411,749 99	
And deduct the above dividends credited to Stockholders, -	23,942 71	
		69,738 33
		\$938,852 77

*Richmond, 1st May, 1846.*

JOHN WILLIAMS, Treasurer.

STATEMENT of Income from Transportation from 1st May, 1845, to 1st May, 1846.

MONTHS.	Local Travel.	Thro' Travel.	Freight.	Branch Road Freight.	Freight of Clover Hill Coal.	Cl. Hill Travel and Miscellaneous Freight.	TOTALS.
1845—May, June, <i>2558.07</i> July, <del>2558.07</del> August, September, October, November, December, 1846—January, February, March, April,	\$2,383 86 1,970 74 <del>2,558 07</del> 2,127 94 2,407 46 2,654 25 1,827 06 2,429 50 2,341 52 1,906 15 1,863 44 2,503 88	\$511 39 522 31 596 08 921 62 1,361 13 1,248 44 706 15 551 34 630 15 870 43 1,158 17 714 96	\$2,622 81 1,939 51 1,375 99 1,428 49 1,803 74 991 33 1,273 20 1,010 41 1,230 89 1,334 24 1,585 06 2,052 69	\$5 85 125 95 452 53 582 94 315 78 595 35 772 58 714 57 460 60 629 25 639 42 189 25	708 50 999 10 1,098 29 1,415 13 911 76 1,301 26 1,662 40 1,639 83 1,721 81	From Sept. '45, to March 1, '46. 469 89 128 38 148 77	\$5,473 91 <i>May</i> 4,558 51 <i>June</i> 4,982 67 <i>July</i> 5,769 49 <i>August</i> 6,887 21 <i>Sept.</i> 6,587 66 <i>Oct.</i> 5,994 12 <i>Nov.</i> 5,617 58 <i>Dec.</i> 5,964 42 <i>Jan.</i> 6,872 36 <i>Feb.</i> 7,014 30 <i>March</i> 7,331 36 <i>April</i>
	\$26,923 87	\$9,792 17	\$18,648 36	\$5,484 07	\$11,458 08	\$747 04	\$73,053 59

Transportation of Mail,

15,525.80

5879.64

9,477.82

4001.02

9750.48

747.04

\$78,868 07

5,814 48

RICHMOND, 1st May, 1846.

JNO. WILLIAMS, Treasurer.



## STATEMENT OF TRANSPORTATION EXPENSES,

*From 1st May, 1845, to 1st May, 1846.*


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Repairs of Rail Road,	-	-	-	-	-	-	-	\$7,345	26
Repairs of Engines and Cars,	-	-	-	-	-	-	-	8,382	81
Train Expenses, including Clover Hill Rail Road,	-	-	-	-	-	-	-	9,707	39
Depot Expenses,	-	-	-	-	-	-	-	5,288	38
Repairs of Bridges, including new floor on Falling Cr. Bridge,	-	-	-	-	-	-	-	1,345	10
Omnibus Expenses in Richmond,	-	-	-	-	-	-	-	634	54
Officers' Salaries,	-	-	-	-	-	-	-	5,428	95
Postages,	-	-	-	-	-	-	-	67	59
Train Losses,	-	-	-	-	-	-	-	158	00
Newspapers, Advertising and Printing,	-	-	-	-	-	-	-	168	23
Contingent Expenses,	-	-	-	-	-	-	-	430	19
Branch Road Expenses,	-	-	-	-	-	-	-	1,977	06
Repairs of Depots,	-	-	-	-	-	-	-	847	15
Office Expenses,	-	-	-	-	-	-	-	184	22
Transportation of Mail and Baggage in Petersburg,	-	-	-	-	-	-	-	490	00
Counterfeit Notes and Discounts on Foreign Money,	-	-	-	-	-	-	-	11	52
Amount of Transportation Expenses,	-	-	-	-	-	-	-	\$42,466	39
Expenses of running Steamer Chesapeake, and Repairs of	-	-	-	-	-	-	-		
Lighters,	-	-	-	-	-	-	-	2,815	71
								<u>\$45,282</u>	<u>10</u>

**A.****STATEMENT OF EXTRAORDINARY EXPENSES,***From 1st May, 1845, to 1st May, 1846.*


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20 Coal Cars, purchased at \$172 50 each, - - - -	\$3,450 00
30 New do. built in Company's Shops, cost \$175 00 each, -	5,250 00
9 partly new do. do. do. do. \$64 00 each, -	576 00
1 new eight wheeled Passenger Car, built in Company's Shops, -	1250 00
1 do. four wheeled do. do. do. do. do. do. -	250 00
1 do. eight wheeled Freight do. do. do. do. do. -	400 00
1 Engine, rebuilt for Coal Trade, cost - - - -	1,075 00
1 six wheeled Tender for Coal Trade, cost - - - -	250 00
Reflooring James River Bridge, paid on acc't during the year, -	4,344 07
Purchase of property at Port Walthall, building Wharves, and	
Truss Work for Coal Yards - - - - -	914 01
	<hr/>
	\$17,759 08
	<hr/>

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*STATEMENT of Engines and Cars now in use on the Richmond and  
Petersburg Rail Road.*

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7 Locomotive Engines and Tenders.
20 eight wheeled Freight Cars.
11 four wheeled do. do.
77 four wheeled Coal Cars.
5 eight wheeled Passenger Cars.
1 four wheeled do. do.
2 eight wheeled Baggage Cars.
2 four wheeled do. do.

REPORT  
OF THE  
PRESIDENT AND DIRECTORS  
OF THE  
RICHMOND AND PETERSBURG  
RAIL ROAD COMPANY,  
TO THE  
BOARD OF PUBLIC WORKS,  
ON THE  
COMMUNICATION OF JOHN F. MAY AND OTHERS,  
REFERRED TO THEM AT THE  
LAST ANNUAL MEETING OF THE STOCKHOLDERS.

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RICHMOND:  
P. D. BERNARD, PRINTER, OPPOSITE THE EXCHANGE BANK, MAIN ST.  
1846.



## LETTER

*Of J. F. May and others to J. Brown, Jr., Second Auditor.*

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PETERSBURG, May 13th, 1846.

SIR,—Being Stockholders in the Richmond and Petersburg Rail Road Company, in which the State holds about one half of the Stock, we beg leave to ask the attention of the Board of Public Works, previously to the approaching Annual Meeting, to the affairs and condition of that Company.

In the first place, you should know, that the Stock has been depreciating for some time past, and that the last sale in this place was at \$23 per share on credit, and subsequently in Richmond at \$20 cash. Several of us have occasionally attended the Annual Meetings; but we are so utterly powerless there, that we have felt that any effort of ours would be vain and useless. For example, at the last meeting the State gave 394 votes, Moncure Robinson, Esq. about 396, and all others about 407. Of course, after ascertaining in free and friendly conversation, as we did on several subjects, that the two former concurred in opinion on any subject, we made no opposition.

We wished to require the President to perform also the duties of Superintendent, which we thought he well might for \$1500 per annum, and thus save the salary of the latter; but those two gentlemen, holding upwards of 700 votes, being against us, we did not formally submit the proposition. So of others. We cannot yet see the necessity, on a road 22½ miles long, and doing so little business as this unfortunately has to do, for two such officers. We would be glad to know how many times a year they even pass over the road. The Company is so much in debt that it has obtained indulgence from the Legislature for the 3 per cent. interest due to the State on its stock, while it pays nearly \$5,000 for salaries.

The Branch Road, of which the cost was estimated to be \$9,000, and limited, when sanctioned by the Stockholders, to \$10,000, has actually cost about \$17,000. To this is to be added the cost of a Steamboat and Lighters, not sanctioned by the Stockholders, about \$9,000. To pay this and other debts, the Company has borrowed \$30,000 in New York, at 7 per cent., besides paying a commission (we should like to know how much) for negotiating this advantageous loan. The rate of transportation from Richmond on this Branch Road to Port Walthall is 5 cents per barrel on flour, including wharfage, being about one half the usual rate, and in proportion perhaps on other articles. It will be desirable to all the Stockholders, *who wish for any profit on their stock*, to be informed how much has been lost on the aforesaid Steamboat, and why,

if she was required for the purposes of this Company, she should have been sent to run on the Potomac during the period of ice in that river, as a substitute for the boat belonging to that route, when the risk of damage and the wear and tear are greater than at any other season?

We wish to know how much is derived from the passengers who are carried to and from Port Walthall, for the Steamboat that plies thence to Norfolk, the whole passage and fare being one dollar, and between Washington and Norfolk, five dollars: if they pay 25 cents a head to the Rail Road, we shall be disappointed. While, however, a daily trip from Richmond is made to aid this Steamboat concern, we cannot forget that for the last two years the Petersburg people have been unable to procure the transmission of the mail in the accommodation train, when it arrived in Richmond too late for the mail train.\* This, it was said, would involve an expense which *we* had no right to entail on the Company, and for which the United States refused to pay.

We have heard that the Company has purchased an old engine and cars from the Richmond and Fredericksburg Company, (doubtless on credit.) If the fact be so, we should like to know what was the condition of those vehicles, the prices paid for them, and by whom the bargains were made; and especially, in what respects such articles were both *suitable to us, and unsuitable to the Richmond and Fredericksburg Company.*

If the Board of Public Works choose to act on this subject, we should wish to have this communication submitted to the President and Board of Directors, and to have a full report on the subject set forth in it.

Some of the details herein mentioned are stated from recollection, and may not be exactly correct, but believing them to be so in substance, and that the means of accurate information are easily accessible, we request that this letter may be submitted to the Board of Public Works.

Very respectfully, yours, &c.

J. F. MAY,  
P. C. SPENCER,  
E. H. OSBORNE,  
JOHN BRAGG,  
SAMUEL MORDECAI,  
D. H. BRANCH,  
Attorney for R. R. Beasley.  
J. V. WILLCOX,  
WM. ROBERTSON,  
Ex'or of A. S. Jeffries.  
EDWIN D. WILLCOX,  
ROBT. B. BOLLING,  
ROBT. B. BOLLING,  
Ex'or of Robt. Bolling, dec'd.

TO JAMES BROWN, Jr., Esq.  
Second Auditor.

\*Perhaps a dozen times a year, and then our mail had to remain till next day.



I have just learned that in consequence of the prevalent opinion that the Richmond and Petersburg Rail Road Company are interested in, or favoring improperly, the New Steamboat concern, a plan is contriving between the City Point Road and the Old Steamboat Line to take passengers between this place and Richmond at 50 cents. At this season, this would take a good portion of our local travel.

A stockholder requests the Board of Directory to report whether any salaries have been raised since the obtention of indulgence from the State; and whether the increase has been retrospective or prospective only.

J. F. MAY.

The foregoing Communication and Postscript are true copies of the originals filed in this office.

J. BROWN, Jr., *Second Auditor.*

*Second Auditor's Office, 26th May, 1846.*

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At the Annual Meeting of the Stockholders of the Richmond and Petersburg Rail Road Company, a letter from J. F. May and others, Stockholders in this Company, residing in Petersburg, to the Second Auditor was submitted to the meeting by the Proxy of the Board of Public Works, and referred to the Board of Directors of the Richmond and Petersburg Rail Road Co. for an answer:

To the first part of this communication, which complains of the signers of it being unable to carry out such measures as they deemed advisable, in consequence of a majority of the Stockholders and the State's proxy not agreeing with them in opinion, the Board of Directors have only to reply, that the votes given by the proxy of the Commonwealth, and the gentleman named in the communication, were of course in proportion to the interests represented by these gentlemen, and that they can scarcely suppose that the signers of the Petersburg letter mean to consider it a grievance, that the representatives of the small amount of Stock held in Petersburg, scarcely one-eighteenth of the whole capital of the Company, are not allowed to *control* its measures.

The Board will now reply as succinctly as possible to the allegations of the Petersburg letter.

The Stockholders have not chosen to require that the President should perform the duties of Superintendent, because they were satisfied that the case was a very rare one, in which qualifications for the two offices were found united in one individual, but the office of Superintendent has been in fact dispensed with during a great part of the last year, the President, since the resignation of Mr. T. S. Garnett, on the 1st of Nov. last, having chosen, without any suggestion to that effect by the Board, and without any increase of salary, to endeavor to dispense with the office of Superintendent, by performing himself in part the duties of that office, and devolving them in part on Mr. Dodamead, Superintendent of the machine shops. The gentlemen of Petersburg will, it is hoped,

see in this circumstance, whilst the business and income of the Company have increased during the past year *thirty per cent.*, an evidence that there is no want of disposition on the part of the Board, and particularly the President, to reduce the expenses of the Company so far as may be consistent with having its business properly performed. The salaries of the officers of the Road, viz. President, Treasurer and Clerk, at each end of the Road, amount at present to \$1,050, instead of \$5,000, as stated in the Petersburg letter, and the *only increase*, either *retrospective* or *prospective*, which has been made since the passage of the Act for the relief of the Company, is in the salary of the Treasurer, which in consideration of his increased duties, was raised on the 12th inst. from \$1250 to \$1500.

A complaint is made of the cost of the branch Road to Port Walthall, which it is stated, was "estimated at \$9,000, and limited when sanctioned by the Stockholders to \$10,000"—and of the Company having borrowed \$30,000 in New York at seven per cent. to pay this and other debts.

The estimated cost of the Port Walthall branch, "including the necessary wharves for a moderate coal and passenger business," was \$22,000—and at the meeting of the Stockholders on the 30th of May, 1843, the Board of Directors were instructed to *proceed forthwith in its construction*, without any limit being fixed for its cost; this, including purchase of land, wharves, coal tracks, &c. is about \$20,000—and the amount of business done over it during the past year, as stated in the Annual Report to the Stockholders, will shew that its construction was highly judicious. No loan has ever been made by this Company in New York, and six per cent. is the highest rate of interest yet paid on the bonds of the Company or any temporary loan. The highest commission ever paid by the Company in any case, on any permanent loan, was  $2\frac{1}{2}$  per cent.; none has been paid on much of it; and nothing on any temporary loan, the President in effecting these having given his private endorsement to enable the Company to obtain the Bank accommodations and others required by it. It is believed that no Company similarly situated with this, ever obtained the funds required by it on more advantageous terms.

It is known to all who have an interest in the Richmond and Petersburg Rail Road, that the transportation on flour to Port Walthall was put at its present low rate in consequence of the competition of the Towing Company, and for the purpose of inducing shippers to try this route; it is not so low but that the Company can make some profit by it; and now that the superior advantages of this route are acknowledged, it will bear a higher rate of charge, which was determined on by the Board of Directors on the 25th of February last, to take effect from the 1st of July next.

The steamer Chesapeake, which is now actively engaged in towing at Port Walthall, is believed to be essentially necessary to the increasing business of this Port. Her expenses have been shewn annually in the reports to the Stockholders, and can be seen on reference to them. During the past winter, when the amount of business at Port Walthall was least, she was chartered

to the Washington and Fredericksburg Steamboat Co. for \$500 per month. It was thought by the Board of Directors to be a judicious arrangement to save the expense of her crew, and receive \$500 per month for her at the season when she is least occupied, and have her returned by the commencement of the shipping season.

By the arrangement between the Richmond and Petersburg Rail Road Co. and the Norfolk and Port Walthall Steamboat Association, the Richmond and Petersburg Rail Road Co. receives one-fourth of the whole receipts for travel and freight between Norfolk and Richmond and Petersburg, the receipts for any travel going through from Norfolk to the District of Columbia accrue entirely to the Steamboat Association, for the period of two years, after which they are to be divided between the Steamboat Association and the Rail Road Companies, either in the ratio of the local fares, or as a disinterested umpire or umpires, chosen by the parties, may determine.

The alleged refusal of this Company to carry the mail to Petersburg in the accommodation train, when arriving too late for the mail train, is as far as the Board of Directors have been able to ascertain, *entirely without foundation*. The Company has always taken over the mail in the accommodation train when it failed to arrive in time for the mail train, if applied to for that purpose—and in many instances, when interrupted by snow, &c. have notified the Post Master here, of the first opportunity by which the mail could be sent. The Company did refuse to carry a daily or tri-weekly mail between Richmond and Petersburg, *in addition* to the regular mail, without some remuneration from the Post Office Department, and it may be this which has led to the above erroneous impression.

With regard to the purchase of "an old engine and cars from the Richmond and Fredericksburg Co. (doubtless on credit)." This Company have purchased no engine from the Richmond and Fredericksburg, nor from any other company. When the transportation of coal over the Clover Hill Road was commenced, much difficulty was experienced in furnishing cars as fast as they were required, and twenty were built in the shops of the Richmond, Fredericksburg and Potomac Company, for which they furnished the materials also—\$172 50 each was paid for these cars, and the price for them was fixed by the President of this Company and Mr. Thomas Sharp, Superintendent of the Richmond, Fredericksburg and Potomac Rail Road Company, *not on credit*, for the cash has been paid for them.

As relates to the line between Petersburg and Richmond via City Point Rail Road and James River, from the competition of which, some apprehension is expressed, the Board are confident that so far from being an injury, it will prove if continued, a benefit to this Company. It cannot be believed for a moment that any person having to pass between Richmond and Petersburg on business, would devote from four to five hours, and travel sixty miles—when he could accomplish the same object by travelling twenty-two and a half miles in from one and a half to two hours,

for the small saving which can be effected even at the present low rate of fare by the river route. Some persons are induced to take this trip for a pleasure excursion, but they almost invariably return by the Richmond and Petersburg Rail Road, and while the boat line incurs the expense of furnishing meals, &c. this Company reaps the profit of the trip.

The above, it is believed, answers all the questions contained in the Communication first referred to. In conclusion, the Board of Directors would respectfully suggest to the gentlemen whose names are attached to this Communication, that it would save much trouble, and be more satisfactory to all parties, for them to apply for any information which they may desire in future to the President and Directors, who will at all times cheerfully give such information.

Signed by direction and on behalf of the Board.

WIRT ROBINSON, *Pres't.*

*June 13th, 1846.*

PROCEEDINGS  
OF  
THE STOCKHOLDERS  
IN THE  
RICHMOND AND PETERSBURG  
RAIL ROAD COMPANY,  
AT  
THEIR GENERAL MEETINGS,  
AND  
REPORTS  
MADE BY THE PRESIDENT AND DIRECTORS  
TO  
THE STOCKHOLDERS,  
TWELFTH MEETING, JUNE 1st, 1847.

RICHMOND:

F. D. BERNARD, PRINTER, OPPOSITE EXCHANGE BANK.

1847.





## TWELFTH

# MEETING OF THE STOCKHOLDERS,

HELD ON TUESDAY, 1ST JUNE, 1847.

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At a meeting of Stockholders of the Richmond and Petersburg Rail Road Company at the office of the Company in Richmond, on Tuesday, 1st June, 1847,

Judge John F. May was appointed Chairman of the meeting, and John Williams Secretary.

There being present in person and by proxy private Stockholders entitled to 860 votes, and the proxy of the Board of Public Works, Mr. James Lyons, entitled to 394 votes, being in all 1254, (the whole number that could be given being 1609,) the meeting proceeded to business.

The following report was presented by the President and Directors, and read :

### ANNUAL REPORT.

The Board of Directors of the Richmond and Petersburg Rail Road Company, respectfully transmit to the stockholders their Annual Report of the condition of the affairs of the Company, and are pleased at being able to show a continued increase in their receipts.

It will be seen from the Treasurer's statement herewith submitted, that the income for the past year amounts to \$96,310 29, an increase of \$17,442 22 over that of the previous year, and of \$37,100 69 over that of the year ending 30th April, 1845.

The above increase in the income of the Company, is principally from the Port Walthall and Clover Hill branches, the receipts from through travel being less than they were from that source the previous year.

It will be gratifying to the stockholders to see that this Company have other and valuable sources of income in addition to those which were looked to at the time of its organization. It was then thought that the through travel was an object of such value as to justify the continued efforts of all the companies in extending the rail roads south of the Roanoke, and in other mea-

asures calculated to increase and retain it on the inland route. It is obvious, however, that it cannot be to the interest of the companies on the great Mail Route, between Petersburg and Baltimore, to unite in such efforts, while it continues the policy of the Petersburg Rail Road Company to encourage a competing line between Petersburg and Baltimore. As a matter of course, there will be no increase of through travel on the rail roads forming the great Mail Route, whilst this state of things continues. It is to be hoped that the discovery will be made ere it be too late, that this travel can only be enlarged, *or even retained as it is*, by its being the common interest of all the companies on the great Mail Route, to co-operate for this object, and that the effect of an opposite course will be to divert it almost entirely to the sea or the Mississippi.

The transportation expenses for the year, including the steamer Chesapeake, amount to \$58,277 91, leaving a profit of \$38,032 38. Of this amount a considerable sum has been expended in completing the flooring of James River bridge, and in cars and motive power for the coal trade, which now forms a very important part of the business of the road. In addition, it has been necessary to lay down side tracks at different points on the road, to extend the tracks and trusswork at Port Walthall, &c. which will account in a great measure for the expense under the head of rail road repairs. The amount expended for new machinery put on the road, reflooring of James River bridge, &c. will be seen in the accompanying statement of extraordinary expenses, and the statement of cars and engines will show the increase in their number since the last report.

The Norfolk and Port Walthall Steamboat Association have kept up their line between Norfolk and Port Walthall throughout the year, and now carry a large proportion of the travel between Norfolk and Richmond and Petersburg. The competition which still exists between this Association and the old James River line, has so far kept the fare at a low rate; the amount received by this Company for its proportion of fare and freight (\$2,863 15) is more than sufficient to pay the extra expense of running the trains required for the line. The mail contract between Richmond and Norfolk has lately been allotted to this line, which may now be considered as permanently established. Of course as its whole receipts increase, the revenue of this Company from it will increase proportionally.

The accompanying statements, which present to the stockholders a full view of the affairs of the Company, are herewith respectfully submitted.

Signed on behalf of the Board.

WIRT ROBINSON, *President.*

Whereupon the said report, and the documents therein referred to, were received, approved, and ordered to be recorded.

The following report of the Examining Committee was then read by Mr. Thomas H. Ellis :

The Annual Committee of Examination beg leave to report,

That in ascertaining "the condition of the several improvements of the Company," they have twice examined the shops and other improvements around the depot in this city, and have once passed over the road as far as Port Walthall. It is within the knowledge of your committee, that since the last general meeting of the stockholders various changes have been made, both in and around the depot and along the road, which your committee think have given additional value to these improvements. They find that a new track has been made running into the wood yard adjoining the depot ; that a substantial new plank floor has been laid along the old coal track in the same yard ; that the yard itself has been well enclosed ; and that a new bridge has been built over the canal which intervenes between the depot and the yard. In front of the depot, they find a new pavement of stone and the old tracks renewed in a manner to give much additional comfort to the operations there ; also, a new pivot for turning the cars. The depot yard and the shops have been drained by a culvert ; which your committee regard as a measure very highly important to the health of the operatives and the neighbourhood, since it would seem to be undeniable that the extreme sickness of the last Fall here, was in no small degree to be attributed to the leakage from the engines and to the rain which soon became foul when standing in the old undrained pivot pits and underground recesses. The alteration and repairs of the bridge across the James River are now completed ; the bridge was narrowed its entire length and thereby considerably lightened ; the track across the bridge has been straightened and relaid with a heavy T rail upon cypress sills, and the floor new constructed so as effectually to prevent leakage. New side tracks have been constructed, as turn-outs, and ditches cut at several points along the road ; houses for the accommodation of negroes in the employment of the Company have also been constructed along the road, and a new water station in the place of that formerly burnt. The road your committee believe to be in better condition than it has been for years past.

It is gratifying to be informed, as we have been by the Superintendent of Transportation, that during the past year the mail train passing over the road has not missed a single "connexion" or lost a trip, in consequence of defect in machinery or road, and that no accident has occurred except the breaking of one crank-

axle which resulted in no injury to person. Such is the press of transportation, that trains are at this time running day and night. The tobacco and the coal trade have particularly increased.

Your committee have examined the shops, engines, machinery and stock of material on hand; all of which appear to them to be in excellent order. There are in all 8 eight-wheel engines, seven of them in running order, and the eighth being rebuilt; 6 eight-wheel passenger cars, five of them in running order, and the sixth rebuilding with improvements, and one now building, entirely new, intended to be in the style of the best northern cars; 1 four-wheel passenger car; 2 eight-wheel baggage cars; 2 four-wheel baggage cars; 20 eight-wheel freight cars, and 107 coal cars, all in order and all on the road. There are engaged in the shops and offices at the depot, exclusive of the salaried officers, about twenty-four white employees at wages of from 75 cents per day to \$1 75 cents per day, and about twenty blacks, who are hired by the year, at a hire not exceeding \$80 each. It is represented to your committee that a room for the accommodation of some of these blacks, about twelve in number, in their sleeping and cooking, is important, not only to the convenience but the security of the depot,—and we accordingly recommend that proper measures be taken for furnishing such a room. A new roof will also be necessary for the shed running from the depot to the machine shop, and some enlargement of that shed, perhaps by doubling it, in order to give better accommodation both to the carpenters and the machinists.

In inquiring into “the manner in which the books of the Company are kept, and the situation of its financial concerns,” your committee have gone partially through the books, and to some extent verified them by the proper checks in the case, but it would be impossible without great labor, and more time than your committee could give to such an object, to make this examination thorough. The books, however, appear to be systematically as they are certainly very neatly kept,—they are journalized and posted to the 1st of May, 1847,—and the balance sheet prepared up to that day, which will accompany the President’s report, is in rule with the books.

In conclusion, your committee beg leave to express their satisfaction at the order and efficiency which seem to them now to pervade the organization of the Company.

Respectfully submitted,

NICHOLAS MILLS,  
THOMAS H. ELLIS,  
JACOB F. BARNES.

RICHMOND, May 31st, 1847.



Whereupon the said report was received, and the meeting expressed their especial approbation of the manner in which the committee had performed their duties.

The same committee, viz: Messrs. Nicholas Mills, Thomas H. Ellis and Jacob F. Barns, were re-appointed, with authority to appoint a clerk if they think it necessary so to do.

The meeting then proceeded to the election of officers: whereupon,

Mr. Wirt Robinson was unanimously elected President of the Company, and Mr. Richard Barton Haxall Vice President.

Mr. Richard Barton Haxall, Judge John F. May, and Doct. Charles S. Mills, were unanimously appointed Directors on behalf of the stockholders.

Messrs. Charles Ellis and Holden Rhodes were announced to have been appointed by the Board of Public Works, Directors on behalf of the State.

*Resolved*, That the President and Directors take such measures in regard to publishing their report, and the proceedings of this meeting, as shall seem to them expedient.

The meeting then adjourned.

J. F. MAY, *Chairman*.

JNO. WILLIAMS, *Secretary*.





## CASH ACCOUNT.

RICHMOND AND PETERSEBURG RAIL ROAD COMPANY

*In account with JOHN WILLIAMS, Treasurer*

1847. May 1.	Dr.	Cr.
Cr. By balance bro't from last year's account,		\$6,290 10
By amount of cash receipts from transportation during the year, - - -		93,078 01
By freight received on produce and goods on other roads, - - -		30,364 01
By proceeds of Company's Bonds, - -		3,059 41
		<hr/>
		\$132,791 53
Dr. To amount of temporary loans from Banks and others on transportation account, paid during the year, - - -	\$1,751 26	
To amount of notes and bonds, do. do.	46,073 21	
To amount of expenses paid on transportation account, including interest, - -	41,292 21	
To freight paid on produce and goods on other roads, - - -	30,903 31	
To amount of loans on construction ac'nt, paid during the year, 2,900 00		
To amount of interest, do. do.	3,875 03	
To amount of disbursements, do. 177 76		
	<hr/>	
	6,952 79	
	<hr/>	126,972 78
Balance on hand, - - -		<hr/>
		\$5,818 75

*Richmond, 1st May, 1847.*

JOHN WILLIAMS, Treasurer.

STATEMENT of the affairs of the Richmond and Petersburg Rail

*Cost of Road and Property.*

From Richmond to Petersburg, including interest, - - - - -	\$877,484 48	
Branch Road to Port Walthall, purchase of land at Do., wharves, coal tracks, and cost of cars, &c. - - - - -	41,794 09	
Steamer Chesapeake, - - - - -	6,695 00	
	<hr/>	\$925,973 57

*Debts due to the Company.*

By individuals on Stock, - - - - -	2,960 55	
Company's stock transferred for arrears of instalments, - - - - -	2,765 51	
Open accounts, - - - - -	3,647 72	
	<hr/>	9,373 78
Certificate of debt received in exchange for Company's bonds, - - - - -	4,100 00	
Cash on hand, - - - - -	5,818 75	

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\$945,266 10

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*Road Company from the commencement of the work to the 1st of May, 1847.**Capital Stock.*

Subscribed by individuals, 3,000 shares,	\$300,000 00	
Do. by the State, old stock, 2,000 shares,	200,000 00	
new " 1,856 "	185,600 00	
		<u>\$685,600 00</u>

*Debts due by the Company of a permanent nature.*

Bonds due in London in 1853, £ stg. 12,300 at par,	54,666 67	
Bonds due in Richmond in 1850, at par,	40,000 00	
		<u>94,666 67</u>
Dividends credited to private stockholders out of		
profits of transportation, - - - -	23,942 71	
Dividends due to the State to 1st January, 1847,	16,704 00	
		<u>40,646 71</u>

*Debts due by Bonds, Notes and Open Accounts.*

Bonds, - - - - -	10,240 88	
Notes, - - - - -	28,186 05	
Open accounts, - - - - -	6,275 90	
		<u>44,702 83</u>

*Profit and Loss.*

Receipts from transportation since the commencement, - - - - -	601,741 32	
Deduct expenses of transportation, interest, dividends paid to the State, and cost of relaying the road, -	481,444 72	
And deduct the above dividends credited to the stockholders, and due to the State, - - - - -	40,646 71	
	<u>522,091 43</u>	
		<u>79,649 89</u>
		<u>\$945,266 10</u>

*Richmond, 1st May, 1847.*

JOHN WILLIAMS, Treasurer.

**STATEMENT of Income from Transportation from 1st May, 1846, to 1st May, 1847.**

MONTHS.	Local Travel.	Thro' Travel.	Freight.	Branch Road Freight.	Freight of Clover Hill Coal.	Cl. Hill Travel and Miscellaneous Freight.	TOTALS.
1846—May,	\$3,322 95	\$777 78	\$2,461 81	\$283 05	\$1,837 57	\$238 71	\$8,921 87
June,	2,241 66	560 51	2,444 73	145 70	1,952 67	149 39	7,494 66
July,	2,007 46	611 10	2,039 10	636 85	2,131 67	172 59	7,598 77
August,	2,125 81	743 38	1,812 62	654 90	2,283 86	216 48	7,837 05
September,	2,005 74	970 64	1,066 00	121 65	1,849 73	101 25	6,115 01
October,	2,389 81	882 89	1,148 26	1,135 47	1,971 11	94 88	7,622 42
November,	2,032 75	612 48	854 27	240 33	2,069 86	73 37	5,883 06
December,	2,870 83	605 97	922 32	507 53	1,315 84	68 28	6,290 77
1847—January,	2,803 82	641 56	1,000 99	486 04	1,223 31	108 13	6,263 85
February,	2,636 17	1,037 29	1,034 89	840 60	2,721 09	108 53	8,378 57
March,	2,307 09	1,299 42	1,396 76	328 14	2,756 08	115 84	8,203 33
April,	2,340 94	685 14	1,427 61	28 50	2,305 78	231 33	7,019 30
Totals,	\$29,085 03	\$9,428 16	\$17,609 36	\$5,408 76	\$24,418 57	\$1,678 78	\$87,628 66
Transportation of Mail for the year,							5,818 48
Travel and Freight per Norfolk and Walthall Steamers,							2,863 15
							<u>\$96,310 29</u>

JOHN WILLIAMS, *Treasurer.*

RICHMOND, 1st May, 1847.

## STATEMENT OF TRANSPORTATION EXPENSES,

*From 1st May, 1846, to 1st May, 1847.*


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Repairs of Rail Road, - - - - -	\$12,488 95
Repairs of Engines and Cars, - - - - -	12,830 48
Train Expenses, including Clover Hill Expenses, - -	12,829 80
Depot Expenses, - - - - -	5,797 97
Repairs of Bridges, - - - - -	996 72
Transportation of Passengers, Mail and Baggage in Richmond and Petersburg, - - - - -	1,028 38
Officers' Salaries, - - - - -	4,300 00
Postages, - - - - -	59 40
Train Losses and Damages, - - - - -	306 21
Newspapers, Advertising and Printing, - - - - -	349 85
Contingent Expenses and Insurance against fire, - -	1,613 89
Branch Road Expenses, - - - - -	2,528 99
Repairs of Depots, - - - - -	1,585 12
Office Expenses, - - - - -	181 59
<hr/>	
Amount of Transportation Expenses, - - -	\$56,897 35
Expenses of Steamer Chesapeake, - - - - -	1,421 81
<hr/>	
\$58,319 16	
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## STATEMENT OF EXTRAORDINARY EXPENSES,

*From 1st May, 1846, to 1st May, 1847.*


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New Coal Cars and Passenger Coach built in Company's shops, - - - - -	\$6,476 00
New eight wheel Passenger Car purchased, - - -	1,077 00
New Locomotive Engine and Tender, - - - -	6,798 65
Reflooring James River Bridge, - - - - -	5,795 07
	<hr/>
	\$20,146 72
	<hr/>

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*STATEMENT of Cars and Engines now in use on the Richmond and Petersburg Rail Road.*

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8 Locomotive Engines and Tenders.  
 20 eight wheeled Freight Cars.  
 11 four wheeled do. do.  
 107 four wheeled Coal Cars.  
 6 eight wheeled Passenger Cars.  
 1 four wheeled do. do.  
 2 eight wheeled Baggage Cars.  
 2 four wheeled do. do.







PROCEEDINGS  
OF  
THE STOCKHOLDERS  
IN THE  
RICHMOND AND PETERSBURG  
RAIL ROAD COMPANY,  
AT  
THEIR GENERAL MEETINGS,  
AND  
REPORTS  
MADE BY THE PRESIDENT AND DIRECTORS  
TO  
THE STOCKHOLDERS.

THIRTEENTH MEETING, MAY 30th, 1848.

RICHMOND:

P. D. Bernard, Printer, opposite the Exchange Bank.

1848.



# THIRTEENTH MEETING OF THE STOCKHOLDERS,

HELD ON TUESDAY, MAY 30TH, 1848.

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At a meeting of Stockholders of the Richmond and Petersburg Rail Road Company, at the office of the Company in Richmond, on Tuesday, 30th May, 1848,

Judge John F. May was appointed Chairman of the meeting, and John Williams Secretary.

There being present, in person and by proxy, private Stockholders entitled to 908 votes, and the proxy of the Board of Public Works, Mr. James Lyons, entitled to 394 votes, being in all 1302, (the whole number that could be given being 1603,) the meeting proceeded to business.

The following report was presented by the President and Directors, and read :

## ANNUAL REPORT.

The Board of Directors of the Richmond and Petersburg Rail Road Company respectfully submit to the Stockholders their Annual Report with the accompanying statements, from which it will be seen that the business of the Company, in nearly all of its branches, and particularly in the transportation of coal and other freights to Port Walthall, continues to increase.

Since the last annual meeting of the Stockholders, many additions and improvements have been made, which add materially to the value of the property of the Company, and to the facility of accommodating the increasing business of the road.

A new six wheeled engine has been purchased, and fourteen new coal cars have been added to the number then reported; a dwelling house has been built at Port Walthall, which, in consequence of the absence of all accommodation for the hands and agent there, was indispensably necessary; a side track of nine hundred feet in length has been laid down at the 8 mile post from Richmond, and a large and convenient carpenter shop built on the Company's property here, for the want of which, great inconvenience and risk have heretofore been incurred; the stock of materials for both road and shop repairs, and of wood, has also

been greatly increased, as will be seen by statement of materials on hand.

At the close of the past year, a communication was received from the Clover Hill Rail Road Company, stating that they expected a considerable increase in the amount of coal sent from that region, and asking a reduction in the charge made by this Company for its transportation. After several interviews between the President of the Clover Hill Rail Road Company and the Board of Directors, a contract between the companies was entered into for three years from the 1st of January last, a copy of which is herewith submitted.

At the letting of mail contracts in July last, a bid was made by this Company for the transportation of the Northern and Southern Mail at the price heretofore received for that service, and accepted by the Department; but in consequence of a disagreement between the Post Master General and the Richmond, Fredericksburg and Potomac Rail Road Company, and the Washington and Fredericksburg Steamboat Company, which resulted in the transfer of the mails to the Bay Route, notice was received early in November, that on or before the 10th of December, the Northern and Southern Mail would be transferred from this route, and from the time of the transfer the Department could only allow one hundred dollars per mile for daily transportation of the way mail. The Board of Directors did not think it advisable to accept the service on these terms, and notified the Department to that effect, at the same time agreeing to carry it, as before, until the Post Master General could make his arrangements for carrying it otherwise; this was not done until the 12th of April last, when it was taken from the Rail Road, and is now transported over the turnpikes between Richmond and Petersburg.

Application was made to the Legislature at its last session for the passage of a law, placing the stock held by the Commonwealth in this Company on the same footing in regard to dividends, with all other stock, for authority to create new stock at a reduced valuation, and to authorize the Board of Public Works, if they should deem it to the interest of the Commonwealth, to convert the debt due from this Company to the State, into stock at such reduced valuation. This application was made under the belief that, if granted, it would enable the Company to create, and dispose of such amount of new stock, as would be requisite to pay off their floating debt, and commence the payment of dividends to the Stockholders. The Board regret that the bill as passed by the Legislature, and which is herewith submitted, would not probably enable the Company to effect this object.

A communication from the Board of Public Works is herewith submitted for the consideration of the Stockholders.

Signed on behalf of the Board,

WIRT ROBINSON, *President.*

Whereupon the said report, and the documents therein referred to, were received, approved, and ordered to be recorded.



On motion of Mr. Francis E. Rives,

*Resolved*, That a committee of five be appointed to confer with the Richmond and Danville Rail Road Company upon the policy of their adopting the road of this Company as a part of their line, either by the purchase of the road of this Company, or by the purchase of such a part of the stock as would carry with it the control of this Company by the Richmond and Danville Company, or on some other terms; and that the President and Directors be authorized to call a meeting of the Stockholders of this Company in the event of an arrangement with the Richmond and Danville Rail Road Company appearing feasible on any basis which the Committee can recommend.

The following gentlemen were appointed the said committee: Messrs. Francis E. Rives, Wirt Robinson, Jaquelin B. Harvie, Robert B. Bolling and Charles Ellis.

A letter from the Second Auditor to the President of the Company was read, stating that on the 2d May, 1848, the Board of Public Works had appointed Messrs. Charles Ellis and Holden Rhodes, Directors, and that on the 12th May, 1848, the same Board had appointed Mr. Nathaniel M. Martin a Director of the Company.

The meeting then proceeded to the election of officers, whereupon Mr. Wirt Robinson was unanimously elected President of the Company, and Mr. Richard Barton Haxall Vice President, and Director on the part of the Stockholders.

Dr. Charles S. Mills was also elected a Director on the part of the Stockholders.

On motion of Mr. Conway Robinson,

*Resolved*, That the President take the opinion of counsel upon the question whether the private Stockholders are entitled to appoint a third Director; and that this meeting will now appoint a third Director to act if his appointment be legal.

Judge John F. May was then elected Director on the part of the Stockholders.

Messrs. Thomas H. Ellis, James Bosher and Jacob F. Barns, were appointed the Committee of Examination, with leave to appoint a clerk.

*Resolved*, That the President and Directors take such measures in regard to publishing their report, and the proceedings of this meeting, as shall seem to them expedient.

The meeting then adjourned.

J. F. MAY, *Chairman*.

JOHN WILLIAMS, *Secretary*.



## CASH ACCOUNT.

RICHMOND AND PETERSBURG RAIL ROAD COMPANY

*In account with JOHN WILLIAMS, Treasurer.*

1848. May 1.	Dr.	Cr.
Cr. By balance brought from last year's account, - - - - -	-	\$5,818 75
By amount of cash receipts from transportation during the year, - - -	-	117,364 90
By freight received on produce and goods on other roads, - - -	-	27,128 83
By proceeds of Company's bonds, - -	-	1,170 00
		<hr/>
		\$151,482 48
Dr. To amount of temporary loans on transportation account, paid during the year, - - -	\$4,050 00	
To amount of Coupon bonds paid during the year, - - -	7,000 00	
To amount of notes and bonds paid during the year, - - -	51,365 59	
To amount of interest on transportation account, paid during the year, -	2,917 88	
To amount of general expenses of transportation, paid during the year, - - -	49,232 79	
To freight paid on produce and goods on other roads, - - -	27,132 71	
To amount of loans on construction account, paid during the year, -	1,250 00	
To amount of interest on construction account, paid during the year, -	3,765 54	
To amount of disbursements on construction account, paid during the year, - - -	11 62	
	<hr/>	146,726 13
Balance on hand, - - -	-	<hr/> \$4,756 35

*Richmond, May 1st, 1848.*

JOHN WILLIAMS, Treasurer.

**STATEMENT** *of the affairs of the Richmond and Petersburg Rail*

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*Cost of Road and Property.*

From Richmond to Petersburg, including interest,	-	-	-	-	\$881,261 64	
Of Branch Road to Port Walthall, including purchase of land, wharves, coal tracks, cars, and steamer Chesapeake,	-	-	-	-	48,489 09	929,750 73

*Debts due to the Company.*

By individuals on stock,	-	-	-	-	2,960 55	
This Company's stock taken for debt,					2,765 51	
Open accounts,	-	-	-	-	4,733 97	\$10,460 03
Certificate of debt received in exchange for Company's bonds,	-	-	-	-	2,800 00	
Cash on hand,	-	-	-	-	4,756 35	

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**\$947,767 11**

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*Road Company from the commencement of the work to the 1st of May, 1848.*

*Capital Stock.*

Subscribed by individuals, 3,000 shares,	\$300,000 00	
Do. by the State, old stock,		
2,000 shares, - - - -	200,000 00	
Subscribed by the State, new stock,		
1,856 shares, - - - -	185,600 00	
	<hr/>	685,600 00

*Debts due by the Company of a permanent nature.*

Bonds due in London in 1853, £ stg.		
12,300 at par,	54,666 67	
Bonds due in Richmond in 1850, -	33,000 00	
	<hr/>	87,666 67
Dividends due to the State, to Jan. 1,		
1848, - - - - -		27,840 00

*Debts due by Bonds, Notes and Open Accounts.*

Bonds, - - - - -	1,385 26	
Notes, - - - - -	29,276 32	
Open accounts, - - - - -	8,714 51	
	<hr/>	39,376 09
Profits since the commencement of transportation, - - - - -		107,284 35
		<hr/>
		<u>\$947,767 11</u>

*Richmond, May 1st, 1848.*

JOHN WILLIAMS, Treasurer.

*STATEMENT of Income from Transportation from 1st May, 1847, to 1st May, 1848.*

MONTHS.	Local Travel.	Thro' Travel.	Freight.	Branch Road Freight.	Freight of Clover Hill Coal.	Cl. Hill Travel and Miscellaneous Freight.	TOTAL.
1847—May,	3,558 50	\$548 55	\$2,499 91	\$321 40	\$2,206 28	\$240 07	\$8,374 71
June,	2,248 90	645 79	2,157 30	46 36	2,152 67	226 74	7,177 76
July,	2,335 53	454 97	2,125 77	3 40	2,763 26	197 27	7,880 20
August,	2,278 47	1,068 46	2,029 58	1,311 01	3,206 88	249 29	10,143 69
September,	2,583 70	1,697 69	1,644 88	1,330 04	3,463 27	201 62	10,921 20
October,	2,569 35	876 66	1,366 73	904 17	3,623 01	156 80	9,496 72
November,	1,939 76	580 72	1,221 76	377 95	3,144 07	152 30	7,416 56
December,	2,169 86	601 73	1,111 67	11 87	2,083 86	110 48	6,089 47
1848—January,	2,126 51	724 37	1,125 05	619 04	1,574 80	126 60	6,296 37
February,	2,007 39	884 07	1,557 55	1,276 88	2,337 20	212 56	8,275 65
March,	2,062 80	1,178 63	1,513 84	428 76	3,275 20	204 36	8,663 59
April,	2,245 70	800 18	1,911 71	184 77	2,481 00	307 77	7,931 13
Totals,	\$27,126 47	\$10,061 82	\$20,265 75	\$6,815 65	\$32,311 50	\$2,385 86	\$98,967 05
Transportation of Mail from 1st May, 1847, to 12th April, 1848, inclusive,							\$5,666 47
Travel and Freight per Norfolk and Port Waltham Steamers,							3,112 48
Tolls from passengers over James River Bridge,							808 90
							\$108,554 90

JOHN WILLIAMS, Treasurer.

RICHMOND, 1st May, 1848.

## STATEMENT OF TRANSPORTATION EXPENSES,

*From 1st May, 1847, to 1st May, 1848.*


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Repairs of Rail Road, - - - - -	\$19,310 36
Repairs of Engines and Cars, - - - - -	15,137 12
Train Expenses, including Clover Hill Expenses,	20,931 91
Depot Expenses, - - - - -	6,924 92
Repairs of Bridges, - - - - -	344 87
Transportation of Passengers, Mail and Baggage in Richmond and Petersburg, - - -	1,594 23
Officers' Salaries, - - - - -	4,300 00
Postages, Newspapers, Advertising and Printing,	381 26
Train Losses and Damages, including Coal, -	925 65
Contingent Expenses and Insurance against fire, -	621 79
Branch Road Expenses, - - - - -	2,112 78
Repairs of Depots, - - - - -	1,394 01
Office Expenses, - - - - -	151 70
	<hr/>
	74,130 60
Expenses of Steamer Chesapeake, - - -	2,515 51
Repairs of Turnpike, - - - - -	238 11
	<hr/>
	<u>\$76,884 22</u>



## STATEMENT OF EXTRAORDINARY EXPENSES,

*From 1st May, 1847, to 1st May, 1848.*


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New Engine and Tender,	-	-	-	-	-	\$6,820 00
Fourteen new Coal Cars,	-	-	-	-	-	3,500 00
Agent's house at Port Walthall,	-	-	-	-	-	1,437 00
Paving street in front of Depot,	-	-	-	-	-	240 89
Foot-way over James River Bridge,	-	-	-	-	-	235 49
On account of New Carpenter Shop,	-	-	-	-	-	197 72
Side track at Fuqua's,	-	-	-	-	-	576 00
						<hr/>
						\$13,007 10
						<hr/>

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STATEMENT of Cars and Engines now in use on the *Richmond and Petersburg Rail Road.*


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9	Locomotive Engines and Tenders.
20	Eight wheeled Freight Cars.
11	Four wheeled do. do.
121	Four wheeled Coal Cars.
6	Eight wheeled Passenger Cars.
1	Four wheeled Passenger Car.
2	Eight wheeled Baggage Cars.
2	Four wheeled Baggage Cars.

REPORT

OF THE

STATE DIRECTORS

OF THE

RICHMOND AND PETERSBURG

RAILROAD COMPANY.



# REPORT.

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*To the President and Directors of the  
Board of Public Works of Virginia.*

We, the directors on the part of the state in the Richmond and Petersburg railroad company, respectfully make the following report:

On reference to the annual report of the directors of this company, it will be seen that it is in want of legislative aid; and believing, as we do, that its preservation and usefulness depend in a great measure on the kind of action that may be taken by the legislature, we venture to suggest a plan, by which at the same time the stockholders may obtain some return on their outlay, and the public be better accommodated than at present.

In the course of the ensuing year, \$33,000 of its permanent debt will become due, and the question arises, Can they pay it? We feel confident that there is not the least hope of their doing so, as the receipts from the road must be applied to the ordinary expenses attending their business operations, and to the payment of interest. They cannot, we presume, borrow the money, as the state holds a mortgage on their property—and it is well known that, in 1853, their English debt, amounting to \$54,666, will also be due and payable.

If, then, they cannot pay the money, nor get the loan extended in consequence of a loss of credit, it becomes a matter of grave consideration for the general assembly to determine whether it will make another loan to it, endorse their bonds, sink the state mortgage, or suffer the company to be harassed by creditors, who may obtain judgments, and force a foreclosure of the mortgage.

We humbly advise, that the state be put on an equality with the individual stockholders, as is the case with all other companies, (so far as relates to dividends,) and that the property, which is now ~~on hand~~ by mortgage, be released; or, if more agreeable to the legislature, that an act be passed similar to the one concerning the Winchester and Potomac railroad. The latter plan we believe to be the most desirable, as by it the Winchester company recovered its credit, and is now not only paying the state an annuity, but also dividends to the individual stockholders. That company, as well as the Richmond and Petersburg company, commenced operations unfortunately in debt, and each borrowed of the state \$150,000. The situation of the Winchester

and Potomac company was at one time considered so desperately bad, that the Baltimore and Ohio railroad company were authorized to buy it, (if we mistake not,) for a very inconsiderable sum, provided they would keep it up for the convenience of that community. Subsequently, however, the legislature passed an act for the relief of the private stockholders, who had never received any thing for their outlay, and the loan and stock of the state were "*commuted*" by sinking the stock and loan in consideration of the payment of \$5000 annually. This gave spirit to the stockholders and credit to the company, which enabled them to have their debts *funded*, payable twenty years after date. By being thus relieved, their zeal was increased; and by care, industry and economy, their road was put in good order, and is now, as we have said, paying the state its annuity, and good dividends to the individual stockholders.

Similar results may be produced by the adoption of the same policy in regard to the Richmond and Petersburg company, and we therefore recommend it to your favorable consideration.

This company has been required to do more, and accordingly has paid a higher price to acquire and maintain its corporate existence, than any company in the state. It was incorporated at a time when it was the policy of the state not to suffer one improvement to interfere injuriously with another, and their application for a charter was resisted by the Manchester and Petersburg turnpike company, on the ground that the proposed undertaking would draw from them a portion of their business. The consequence was, they were required to buy the stock of that company at the sum of \$22,170. Another difficulty beset them in the apprehension that was entertained that they might interfere injuriously with Mayo's bridge, and a provision was inserted in the charter inhibiting the construction of any bridge over James river other than a railroad bridge, unless with the consent of the proprietors of Mayo's bridge. Thus, the payment to the turnpike company and the construction of the railroad bridge across James river, cost them an amount equal to one-third of their capital stock; when, if, like other companies, they had been untrammelled, they might have effected their object by the payment of one-fourth the amount they actually did pay. But this is not all:—their charter required them to construct a bridge across the Appomattox river, and to establish their depot on the south side thereof, as near to the depot of the Petersburg and Roanoke railroad "as may be," provided the voters of the town of Petersburg so resolve. The sense of the voters was taken and leave granted, but owing to the embarrassed state of the company, that requirement of its charter has never been complied with and we fear never can be, unless some aid is extended towards it; and we cannot feel that we have done our duty without advertng to still one other fact of this history of the hardships with which this company has struggled. In most of the joint stock companies the state has an interest, and whether it be little or much, she sinks or swims with them. If they make money, she divides with the private stockholders in proportion to her stock; if they make none,



she requires none, with the single exception of this particular case. No matter how much this company may sink by its operations, she still requires 3 per cent. on her stock; and the company not being able to pay, of course the debt to the state is annually increasing. It may be replied to this, The company have no right to complain, having assented to this arrangement with their eyes open. They did so, it is true, but under circumstances of peculiar difficulty and deserving a lenient consideration. They were on the verge of bankruptcy, and, like other debtors, indulged the hope of soon extricating themselves from their difficulties. They deceived themselves, and we now propose to throw them on the justice and wisdom of the legislature. We will not enumerate the cases in which the liberality of the legislature has been extended to companies, but content ourselves with saying they are numerous, and that our only object, in alluding to them here, is to shew that we do not ask for more than has been granted to others similarly situated.

If our plan be adopted, we think it will be to the benefit of all concerned in the railroads between Weldon and Baltimore. Within the last year or two, lines of steamboats have been established between New Orleans, Charleston, Baltimore, Philadelphia and New York, and the consequence is, that much of the long travel has been drawn from our line of railroads, owing chiefly, many think, to the inconvenience to which passengers are subjected, on account of their baggage between Weldon and the city of Washington. To give popularity to the inland route, it is absolutely necessary to have the roads connected in Petersburg and Richmond. With such connections, the through passenger might have his baggage locked up in a car at Wilmington, and instead of having to look after it in Weldon, Petersburg and Richmond, as is now the case—and generally in the night time, too, in Petersburg—make his mind easy about it until he arrived in Washington. Besides this, there is a heavy loss of time to the passengers, in both Richmond and Petersburg, in getting from one depot to the other, which also, if not obviated, must in a short time cause the loss of nearly all the through travel. And again, besides the competition with the steamers already alluded to, if what we hear be true, there is still another competitor about to spring up between Weldon and Portsmouth, who will become powerful, unless we reduce the time between Weldon and Washington.

The question now arises, Can this be done without the interposition of the legislature? We answer, No; but with the co-operation of the state, it may. Let the debt due to and the stock held by the state be sunk, provided the company pay an annuity to the state and construct the bridge across the Appomattox, so as to connect with the Petersburg and Roanoke road. And let it also be required, that, in farther consideration of the surrender of the debt and stock on the terms aforesaid, the company shall likewise establish a more intimate connection with the Richmond and Fredericksburg road, in the city of Richmond, provided leave be obtained from the corporate authorities of said city.

This will give the company credit, and they will be enabled not only to borrow money for the purpose of doing what may be required of them, but to have their present debt funded. The drooping spirits of the stockholders will be revived to more enterprize; the traveller will no longer risk the dangers of the sea, but return to the inland route, to the increase of our receipts; and an improvement, which hitherto has given no return to the projectors of it, may in a few years give them an income, better accommodate the public than heretofore, and advance the general prosperity of the state.

FRANCIS E. RIVES,  
CHARLES ELLIS.

*November 17, 1849.*

The Appendix annexed will shew that the policy of the state has been to look more to affording facilities of intercourse than to dividends from her roads and canals.



## APPENDIX.

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### *The Cacapon and North Branch Turnpike.*

Cost \$30,000, and the company has let it out for the term of five years, to be kept in order for the tolls arising therefrom; and in this the state acquiesces.

### *City Point Railroad.*

Capital stock held by the state,	-	-	-	60,000
Loaned by the state;	-	-	-	50,000
				110,000
Exclusive of interest,	-	-	-	\$ 110,000

The whole interest of the state was offered to the old stockholders for the sum of \$10,000, payable in three years, provided they would keep it up. They declined taking it; and it was afterwards bought at public auction by the common hall of the town of Petersburg, at that sum.

### *Cumberland Gap and Price's Turnpike Road.*

Appropriation by the state, - - - - \$72,769

By act of legislature, to January 1846, it was given up to the counties through which it ran, in consideration of a pledge from them to keep it up. It is now a free road.

### *Ohio River and Maryland Road.*

Subscription and loan by the state, - - - - \$18,000

Not complete. By act of January 13th, 1848, the road was ordered to be sold, and the Board of public works authorized to purchase and then to appropriate \$ 15,000 towards the completion of it.

### *Pittsylvania, Franklin and Botetourt Turnpike.*

Subscribed by the state, - - - - \$ 10,000

"Farmed out for the tolls, to be kept in order."

*Rappahannock Navigation.*

Subscribed by the state,	-	-	-	-	45,000
Loaned by the state,	-	-	-	-	100,000
					<hr/>
Exclusive of interest,	-	-	-	-	<u>\$ 145,000</u>

By act of January 20th, 1845, "the stock held by the Board of public works to be surrendered to the company when the work shall have been completed by private subscriptions."

*Winchester and Potomac Railroad.*

Subscription by the state,	-	-	-	-	120,000
Loaned by the state,	-	-	-	-	150,000
					<hr/>
Exclusive of interest,	-	-	-	-	<u>\$ 270,000</u>

By act of January 29th, 1846, an annuity of \$5,000 to be paid to the state in full compensation for her stock and loan.

*The Portsmouth and Roanoke Railroad.*

Stock taken by the state,	-	-	-	-	256,650
Loaned by the state,	-	-	-	-	150,000
					<hr/>
Exclusive of interest,	-	-	-	-	<u>\$ 406,650</u>

Sold to the trustees of the town of Portsmouth for \$50,000; and by act of March 1849, given to them, provided they would re-construct the road. This was done, not with an eye to income, but with a knowledge that it would diminish the receipts on the Virginia roads to the north of Weldon, in all of which the state had stock.

REPORT  
OF THE  
PRESIDENT AND DIRECTORS  
OF THE  
RICHMOND AND PETERSBURG  
RAILROAD COMPANY,  
TO  
THE BOARD OF PUBLIC WORKS,  
OF THE  
STATE OF THE COMPANY,  
FOR  
THE YEAR ENDING SEPTEMBER 30, 1848.

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RICHMOND:  
PRINTED BY SHEPHERD AND COLIN.

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1848.



## R E P O R T .

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The board of directors of the Richmond and Petersburg railroad company respectfully submit the following report to the Board of public works, with statements shewing the condition of the affairs of the company on the 30th September last.

It will be seen from their report to the stockholders at the annual meeting on the 30th May last, transmitted herewith, and to which they beg leave to refer as a part of this report, that the income of the company, on its business generally, had experienced a marked increase, up to the 1st of that month, but since that date there has been a considerable falling off both in the travel and freights on the road, so that the whole income of the company for the year ending the 30th of September last, reached only one hundred thousand eight hundred and forty-three dollars and thirty-nine cents, or was about three thousand dollars less than that of the previous year.

From the "*detailed statement of receipts for the year,*" accompanying this report, it will be seen that of this income \$ 54,153 25 only is derived from the freight and passenger business between Richmond and Petersburg, and the through travel, and that \$ 42,912 04, or more than two fifths of the whole income, was derived from freight and passengers, from the Clover Hill railroad and Port Walthall branch, thus shewing, large as have been the sacrifices of the company to provide the means for the construction of the Branch road and the accommodation of the Clover Hill trade, that the objects were all important to the company, and that their attainment presented the only prospect of making the stock of the company a source of income either to the state or individual stockholders.

The only difficulty which is now presented in the way of the company paying regular dividends to all its stockholders, consists in the early periods at which all the liabilities of the company mature, and the circumstance of the whole property of the company being under mortgage to the commonwealth, conditioned for the payment, under any circumstances, of a dividend of three per cent. on the stock of the state.

So long as this mortgage exists, the board of directors apprehend that it will be found impracticable to postpone the payment of the debts of the company, due to individuals, as they mature, unless on most disadvantageous terms. This circumstance will make it necessary, often hereafter as hitherto, to use the current income of the company for the payment of debts incurred on account of construction and motive power, and to carry on the business of the road, which should be always done as far as possible, with cash, by giving notes at short date. The board need not dwell on the disadvantages of such a position, on the extent to which it necessarily increases the annual current expenses, or on the circumstance that of any sacrifices occasioned by the embarrassed condition of the company, the commonwealth necessarily bears a proportion in the ratio of her interest in the company, or as four to three.

In the last report to the Board of public works, the attention of the board was invited to this subject. The president and directors would again most respectfully solicit their earnest consideration of it. The fact that the state has surrendered for merely a nominal consideration her interest in other works, necessarily conflicting with this, seems to entitle her copartners in this work to her kind consideration. The board of directors entertain no doubt that a release of the state's mortgage would at once place the business of the company on a much better footing, and enable it with more ease to pay a dividend of three per cent. to all the stockholders, than it now can one of three to the commonwealth only. It is in fact evident to them that a release of the mortgage of the state makes her really *more* instead of less secure of receiving dividends from the work; that, on the other hand, if the state should continue to retain her mortgage on the road, she is herself making the principal sacrifice, and so far from securing more effectually the payment of dividends to the commonwealth, it may have the effect of incapacitating the company from making dividends at all, either to the state or individual stockholders.

Signed by direction and on behalf of the board.

WIRT ROBINSON, *Pres't.*

October 1, 1848.

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*Statement of the affairs of the Richmond and Petersburg Railroad Company, from the commencement of the work to the 1st of October 1848.*

*Cost of Road and Property:*

From Richmond to Petersburg,	-	883,308 49	
Of branch road to Port Walthall, including land, wharves, coal tracks, cars and steamer Chesapeake,	-	48,489 09	
		<hr/>	931,797 58
Carried forward,			<hr/> \$ 931,797 58



	Brought forward,	931,797 58
<i>Debts due to the Company:</i>		
By individuals on stock,	- - 2,960 55	
This company's stock taken for debt,	2,765 51	
Open accounts,	- - 3,038 06	
	-----	8,764 12
Certificate of debt of Richmond, Fredericksburg and Potomac railroad company received in exchange for company's bonds,		
	- - - - 2,800 00	
Cash on hand,	- - - - 7,634 81	
		<u>\$ 950,996 51</u>
<i>Capital Stock:</i>		
Subscribed by individuals 3000 shs.,	300,000 00	
Do. by the state, old stock, 2000 shares,	- - 200,000 00	
Do. new do. 1856, do.	185,600 00	
	-----	685,600 00
<i>Debts due by the Company of a permanent nature:</i>		
Bonds due in London in 1853, £ stg. at par,	- - - 54,666 67	
Bonds due in Richmond, 1st July 1850,	33,000 00	
	-----	87,666 67
Dividends due the state to July 1, 1848,	- - 33,408 00	
<i>Debts due by Notes and open Accounts:</i>		
Notes,	- - - 32,211 19	
Open accounts,	- - - 7,873 74	
	-----	40,084 93
Profit since the commencement of transportation,		104,236 91
		<u>\$ 950,996 51</u>

JOHN WILLIAMS, *Treasurer.*

*Richmond, 1st Oct. 1848.*

*Statement of Receipts and Disbursements, in the year ending 30th September 1848.*

<i>Receipts:</i>		
Cash on hand 30th September 1847,	- - 4,736 92	
Sales of part of certificate of debt of Richmond, Fredericksburg and Potomac railroad company, gross amount,	1,300 00	
Debts due to the company, received	- - 4,090 36	
Notes and open accounts, increased	- - 935 37	
		-----
Carried forward,	\$ 11,062 65	



	Brought forward,	11,062 65
State dividends, - - - -	-	11,136 00
Transportation, received, - - - -	-	100,843 89

*Disbursements :*

Cost of road and property, increased	4,004 88
Transportation—paid ordinary expenses,	69,214 00
Do. paid extr'dinary expenses,	20,324 67
	<hr/> 89,538 67
Interest paid, - - - -	3,728 18
State dividends, - - - -	11,136 00
Coupon bonds paid, due 1st Jan. 1849,	7,000 00
Cash on hand 30th September 1848, -	7,634 81

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\$ 123,042 54    \$ 123,042 54

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JOHN WILLIAMS, *Treasurer.*

*Richmond, 1st Oct. 1848.*

## DETAILED STATEMENT

*Of Receipts, in the year ending 30th September 1848.*

MONTHS.	Local Travel.	Thro' Travel.	Freight.	Branch Road Freight.	Freight of Clover Hill Coal.	Clover Hill Travel and Miscellaneous Freight.	TOTALS.
1847.							
Oct'r,	2,569 35	876 66	1,366 73	904 17	3,623 01	156 80	9,496 72
Nov'r,	1,939 76	589 72	1,221 76	377 95	3,144 07	152 30	7,416 56
Dec'r,	2,169 86	601 73	1,111 67	11 87	2,083 86	110 48	6,089 47
1848.							
Jan'y,	2,126 51	724 37	1,125 05	619 04	1,574 80	126 60	6,296 37
Feb'y,	2,007 39	884 07	1,557 55	1,276 88	2,337 20	212 56	8,275 65
March,	2,062 80	1,178 63	1,513 84	428 76	3,275 20	204 36	8,663 59
April,	2,245 70	800 18	1,911 71	184 77	2,481 00	307 77	7,931 13
May,	1,919 28	527 86	2,069 45	-	2,598 80	244 47	7,359 86
June,	2,545 89	417 20	1,655 06	-	1,368 30	168 29	6,154 74
July,	2,179 37	520 52	1,416 79	2 00	1,604 20	257 78	5,980 66
Aug't,	2,176 71	958 77	2,165 39	1,897 28	2,831 20	331 13	10,360 48
Sept'r,	2,283 26	1,398 38	1,343 23	729 78	2,690 40	255 16	8,704 21
	26,225 88	9,469 09	18,458 23	6,432 50	29,616 04	2,527 70	92,729 44

Transportation of mail, from 1st Oct. 1847, to 12th April 1848, inclusive,	3,167 10
Travel and freight, per Norfolk and Walthall steamers, - - -	4,335 83
Tolls from passengers over James river bridge, - - -	847 01
Less, expenses, - - - -	235 49
	<hr/> 611 52

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\$100,843 89

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JOHN WILLIAMS, *Treasurer.*

*Richmond, 1st October 1848.*

## COMPARATIVE STATEMENT

*Of the Business of the Richmond and Petersburg Railroad Company, the year ending 30th September 1847, with the year ending 30th September 1848.*

	1847.	1848.	IN 1848.	
			Decre'se of Dr. and Increase of Cr.	Increase of Dr. and Decre'se of Cr.
Cash, - - - -	4,736 92	7,634 81	-	2,897 89
Debts due to the company on stock and open account, - -	12,854 48	8,764 12	4,090 36	
Cost of road and property, including \$ 1819 13, added from the previ- ous year, - - -	877,484 48	883,308 49	-	5,824 01
Cost of branch road and property, -	48,489 09	48,489 09		
Certificate of debt of the Richmond, Fredericksburg and Potomac rail- road company, - - -	4,100 00	2,800 00	1,300 00	
\$	947,664 97	950,996 51		
Capital stock, - - -	685,600 00	685,600 00		
Coupon bonds due in London, -	54,666 67	54,666 67		
Do. do. Richmond, -	40,000 00	33,000 00	-	7,000 00
Dividends due to the state, -	22,272 00	33,408 00	11,136 00	
Bonds, notes and open ac- counts, - - - 44,752 47				
Off negro hire, included last year, now added to profit and loss, - 5,602 91				
	39,149 56	40,084 93	935 37	
Profit since the commencement of transportation, - - -	105,976 74	104,236 91	-	1,739 83
\$	947,664 97	950,996 51	17,461 73	17,461 73

JOHN WILLIAMS, *Treasurer.*

*Richmond, 1st October 1848.*

*Statement of Freight Transported on the Richmond and Petersburg Railroad, and the Branch Road to Port Walthall, in the year ending 30th September 1848.*

Tobacco, - - -	-	7,550 hhds.
Cotton, - - -	-	1,235 bales.
Flour, - - -	-	72,888 barrels.
Coal, Clover Hill, - -	1,469,990	
by the Chesterfield railroad,	16,575	
		1,486,565 bushels.
Groceries, dry goods, wood and miscellaneous freight, amounting to - - -	-	\$ 10,283 35

*Statement shewing the Number of Officers of the Richmond and Petersburg Railroad Company, and the Compensation of each.*

President,	per annum,	-	\$ 1,500 00
Clerk and treasurer,	do.	-	1,500 00
One clerk at Richmond depot,	do.	-	600 00
One clerk at Petersburg depot,	do.	-	700 00

REPORT

OF THE

RICHMOND AND PETERSBURG

RAILROAD COMPANY,

1849.



# REPORT.

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The board of directors of the Richmond and Petersburg railroad company respectfully submit to the Board of public works their annual statements, shewing the condition of the affairs of the company on the 30th September 1849.

From these it will be seen that while the income of the company is but slightly increased over that of the previous year, there is a reduction in the expenses of \$ 15,456 22, in addition to which, the condition of the roadway and its accommodations for trade and travel, are materially improved.

Of the income of the past year, \$ 44,074 44 have been received from travel and freight from the Clover Hill railroad and Port Walthall branch, being an increase of \$ 1,162 40 from that source, while there appears to be a falling off in almost every other source.

The report of the board of directors to the stockholders, at their annual meeting on the 29th May last, is herewith submitted as a part of this report.

In their last two annual reports, the board of directors have asked the attention of the Board of public works to the condition of the affairs of this company, and begged of them some recommendation to the legislature, by which they might be relieved of their present indebtedness, and hold out some prospect to the private stockholders of a return for an investment from which, so far, the commonwealth alone has received a benefit. They would again respectfully urge this subject to them. The state has actually received from this company, in cash and bonds bearing interest, \$66,816 during the last six years, while the individual stockholders have yet to receive the first cent. They would respectfully remind the Board of public works that the revenues and credit of this company have been impaired by the patronage of the state to other works necessarily conflicting with this, and impairing, to a considerable extent, its present and future income. Under these circumstances, they ask nothing more of the state than that she will place her stock on the footing of other stock, and release the property which is now bound by mortgage.

If the legislature should not be willing to do this, they would then most respectfully suggest both the expediency and justice of reducing (as in the case of the Winchester and Potomac railroad company) the amount of the annuity required by the state.

Signed on behalf of the board,

WIRT ROBINSON, *President.*

*Statement of the affairs of the Richmond and Petersburg Railroad Company from the commencement of the work to the 1st of October 1849.*

Cost of road and property :

From Richmond to Petersburg, - -	887,196 13
Of branch road to Port Walthall, including purchase of land, wharves, coal tracks, cars, and steamer Chesapeake, - -	40,489 09
	<hr/> 935,685 22

Debts due to the company :

By individuals on stock, - - -	2,960 55
By stock purchase, - - -	2,765 51
By bills receivable, - - -	1,002 00
By open accounts, - - -	4,653 91
	<hr/> 11,381 97
Cash on hand, - - - -	2,881 45
	<hr/>
	<u>\$ 940,948 64</u>

Capital stock :

Subscribed by individuals, 3,000 shares, -	300,000 00
Subscribed by the state, old stock, 2,000 shares, - - - -	200,000 00
New stock, 1,856 shares, - - -	185,600 00
	<hr/> 685,600 00

Debts due by the company of a permanent nature :

Bonds due in London in 1853, £12,300 sterling, at par, - - - -	54,666 67
Bonds due in Richmond on 1st July 1850, -	33,000 00
	<hr/> 87,666 67
Bonds due the state, - - - -	33,408 00

Debts due by notes and open accounts :

Notes, - - - - -	24,384 76
Open accounts, - - - -	1,855 09
	<hr/> 26,239 85
Profit since the commencement of transportation, - - - - -	117,034 12
	<hr/>
	<u>\$ 949,948 64</u>

JNO. WILLIAMS, *Treasurer.*

*Richmond, 1st Oct. 1849.*



*Statement of Receipts and Disbursements in the year ending 30th September 1849.*

Receipts:

Cash on hand 30th Sept. 1848, -	-	-	-	7,634	81
Sales of part of certificate of debt of Richmond, Fredericksburg and Potomac railroad company, gross am't.				1,798	00
Transportation received, -	-	-	-	101,159	52

Disbursements:

Cost of road and property increased, -	3,887	64
Transportation expenses, -	74,082	45
Interest paid, -	3,143	86
State dividends paid, -	11,136	00
Notes and open accounts due by the company decreased, -	13,845	08
Open accounts due to the company increased, -	1,615	85
Cash on hand 30th September 1849, -	2,881	45

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\$110,592	33	110,592	33
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JNO. WILLIAMS, *Treasurer.*

*Richmond*, 1st Oct. 1849.

*Detailed Statement of Receipts in the year ending 30th September 1849.*

MONTHS.	Local travel.	Through travel.	Freight.	Branch-road freight.	Freight of Clover Hill Coal.	Clover Hill travel and Miscellaneous Freight.	TOTAL.
1848.							
October, -	2080 72	971 25	1092 17	851 69	3021 30	118 02	8135 21
November, -	1863 36	625 40	865 87	1439 93	2886 30	158 36	7839 16
December, -	2557 85	571 02	867 75	204 50	2142 10	84 74	6427 96
1849.							
January, -	2402 89	537 64	853 42	1691 01	1197 00	88 05	6770 01
February, -	2136 73	880 33	1436 08	818 87	2275 00	86 05	7633 06
March, -	2452 16	1476 96	1426 45	1081 83	1975 96	195 75	8609 05
April, -	2282 13	788 45	1452 42	248 05	2069 34	112 67	6953 06
May, -	2295 33	556 95	2217 49	87 00	2479 90	224 30	7860 97
June, -	1661 73	399 27	2370 00	469 27	2255 80	265 06	7421 13
July, -	1519 62	405 36	1507 70	405 96	2353 10	174 96	6366 70
August, -	1673 74	660 46	1518 80	1817 14	3002 40	188 81	8861 35
September, -	2317 62	1476 20	1249 72	702 18	2593 10	268 37	8607 19
	\$25243 82	9349 29	16857 87	9817 43	28251 24	1965 14	91484 85
Transportation of mail, -							5292 49
Travel and freight per Norfolk and Walthall steamers, -							4040 63
Excess of receipts from steamer Chesapeake over disbursements, -							341 55
							<u>\$ 101,159 52</u>

JOHN WILLIAMS, *Treas'r.*

*Richmond, October 1st, 1849.*

*Statement of freight transported on the Richmond and Petersburg railroad, and the branch road to Port Walthall, in the year ending 30th September 1849.*

Tobacco, -	-	-	-	8,653 hhds.
Cotton, -	-	-	-	1,929 bales.
Flour, -	-	-	-	106,997 bbls.
Coal—Clover Hill, -	-	-	1,412,562	
By the Chesterfield railroad, -	-	-	6,075	
				<u>1,418,637 bush.</u>
Groceries, dry goods, wood and miscellaneous freight, amounting to -	-	-	\$7,626 17	

*Statement shewing the number of officers of the Richmond and Petersburg railroad company, and the compensation of each.*

President, per annum, -	-	-	-	\$1,500 00
Clerk and treasurer, per annum, -	-	-	-	1,500 00
One clerk at Richmond depot, per annum, -	-	-	-	600 00
One clerk at Petersburg depot, per annum, -	-	-	-	700 00

*Fourteenth Meeting of the Stockholders, held on Tuesday, May 29th, 1849.*

At a meeting of stockholders of the Richmond and Petersburg railroad company, at the office of the company in Richmond, on Tuesday, 29th May, 1849 :

James Lyons, Esq., was appointed chairman of the meeting, and John Williams, secretary.

There being present, in person and by proxy, private stockholders entitled to 686 votes, and the proxy of the Board of public works, James Lyons, Esq., entitled to 394 votes, being in all 1,080, (the whole number that could be given being 1,619,) the meeting proceeded to business.

The following report was presented by the president and directors, and read :

### ANNUAL REPORT.

The board of directors of the Richmond and Petersburg railroad company respectfully submit to the stockholders their annual report of the condition of the affairs of the company.

From the accompanying statements it will be seen that there is a falling off in the income of the past year, as compared with that of the previous year, of \$ 9,113 65. This, as shewn in the statement of income, is owing chiefly to the falling off of receipts for freight between Richmond and Petersburg, and the reduction in the amount of coal brought from the Clover Hill mines, occasioned by the depressed state of that business for some time past; the falling off in receipts from these two sources alone amounting to \$9,249 33, or more than the whole deficiency of the year. There is some deficiency also in other sources of income, but that is more than made up by the increased income from freight and travel over the Port Walthall branch, which, it will be perceived, exceeds that of the previous year more than \$5,000.

During the past year, a new locomotive engine and tender have been purchased, and a new passenger car and four new coal cars have been built in the company's shops, and there will probably be no occasion for much further outlay for new machinery for some years, unless the business of the road should increase greatly beyond present expectations.

On the 4th of December last, the difference between the companies north of Richmond and the post-office department, having been adjusted, the mail was restored to this company at the price formerly paid for the service.

The period during which this company was allowed by the legislature to issue its bonds to the Board of public works in lieu of dividends in cash, expired on the 1st of July last, and on the 1st of January the payment of cash dividends to the state was resumed. Efforts were again made at the last session of the legislature, to get rid of the preference to the state which bears so heavily on the private stockholders, and to place the stock of the commonwealth on the same

footing, in regard to dividends, with all other stock, but although measures of relief were granted to other applicants, they were refused to this company. It is the intention of the board to continue their application, with the hope that the legislature will eventually grant that relief which would appear to be nothing more than an act of justice to the private stockholders in this company.

At the last annual meeting of the stockholders, a letter from the second auditor to the president of this company was read, stating that "On the 2d of May 1848, the Board of public works had appointed Messrs. Charles Ellis and Holden Rhodes, directors; and on the 12th of May 1848, the same board had appointed Mr. Nathaniel M. Martin a director of this company; whereupon it was resolved "that the president take the opinion of counsel upon the question whether the private stockholders are entitled to appoint a third director, and that this meeting will now appoint a third director, to act if his appointment be legal." In accordance with this resolution, the opinion of John M. Patton, Esq., was taken, and being in favor of the right of the private stockholders to appoint a third director, Mr. Martin was notified accordingly, and not admitted to a seat at the board. Some time subsequent to this decision, a communication was addressed by Mr. Martin to the Board of public works, complaining of the course of this company in not admitting him to a seat in the board, and making numerous charges against the officers and management of the road. It is to be regretted that the Board of public works, instead of investigating these charges and giving to the officers of the company an opportunity of refuting them, transmitted the communication to the legislature, asking its attention to the representations contained in it. Copies of the communication of the Board of public works, covering that of Mr. Martin, were afterwards printed at the expense of parties having evidently other objects in view than the interests of this company, and industriously circulated among the stockholders of the company, both within the state and out of it. Under these circumstances, a reply was deemed necessary, by the board of directors, to the communication of Mr. Martin, from which the stockholders can judge how far the charges made by him are sustained. The pamphlet containing the charges, and the reply to them, and the usual statements relative to the affairs of the company, are herewith respectfully submitted.

Signed by order and on behalf of the board,

WIRT ROBINSON, *President.*

Whereupon the said report, and the documents therein referred to, were received, approved and ordered to be recorded.

The following report of the committee of examination was then read :

The committee of examination respectfully report, that they have recently examined the road between Richmond and Petersburg, and Port Walthall, and are gratified to find a manifest improvement in its condition since their last annual examination. A large portion of the track has been re-laid on new sills and new rails, and in some positions



where there was difficulty in properly draining the track, it has been raised so as to admit of a drier and more permanent road-way. The forest undergrowth throughout the whole line has been cut away and ditches cleaned out or newly made wherever necessary to turn the water advantageously. Side tracks of the aggregate length of nearly five miles have been made. The old timber along the road has been collected and deposited in sites convenient for its removal. The wharves and coal tracks at Port Walthall are all in working order, though some repairs will be necessary there before very long. A new flooring also will be necessary for the bridge over Swift creek. It seemed to your committee that more depot room, and repairs to the present depot buildings, at Petersburg, would be advisable, whenever the funds of the company will admit of an expenditure for that purpose. At the depot in Richmond the large and airy new carpenter's shop, referred to in the president's last annual report, has been completed. An important saving of manual labor has been effected at the latter depot by substituting a large pivot, or turning platform, connected by diverging tracks with the several entrances to the engine house and machine shops, for small platforms heretofore in use. By this arrangement the housing of an engine and tender, which formerly required uncoupling and turning four times, is accomplished by the partial turning of a single platform and without the necessity of uncoupling the engine and tender. The machinery and cars, which have been carefully examined, are believed to be without exception in good order. There remain but about five miles of the road laid upon the plan known as the "riband road." That plan having been abandoned, as more costly and less durable than the original plan, the course pursued has been to retain the road thus made as long as it could be safely used without permanent repairs, and when necessary to relay, to substitute it with the original track. Your committee are informed that in all probability the entire road will be re-laid according to the original plan by the next annual meeting. When this is done, they shall regard the Richmond and Petersburg railroad as in all respects well prepared to accommodate a largely increased freight and travel, with every prospect of enhanced value to the stockholders and of comfort and convenience to the community. It is a fact worthy of note, that no passenger in the passenger cars of this company has ever been injured,—and that since the establishment of the Port Walthall line, upwards of three years ago, the cars have never lost a trip or failed to connect with the steamboat at Port Walthall.

All which is respectfully submitted,

THOMAS H. ELLIS, }  
JACOB F. BARNES, } *Committee.*

Richmond, *May* 28, 1849.

Whereupon the said report was received, approved and ordered to be recorded.

The meeting then proceeded to the election of officers, whereupon Mr. Wirt Robinson was unanimously elected president of the company.

Mr. Richard Barton Haxall, Mr. Holden Rhodes and Dr. Charles S. Mills were unanimously elected directors on behalf of the stockholders.

Mr. Richard Barton Haxall was unanimously elected vice-president of the company.

Messrs. Charles Ellis and Francis E. Rives were announced to have been appointed by the Board of public works, directors on behalf of the state.

Messrs. Thomas H. Ellis, James Boshier and Jacob F. Barns were appointed the committee of examination.

*Resolved*, That the president and directors take such measures in regard to publishing their report, and the proceedings of this meeting, as shall seem to them expedient.

On motion, the meeting then adjourned.

JAMES LYONS, *Chairman*.

JOHN WILLIAMS, *Secretary*.





## STATEMENT of the affairs of the Richmond and Petersburg Rail

Cost of road and property :		
From Richmond to Petersburg, including interest,	-	\$ 885,169 14
Of branch road to Port Walthall, including purchase of land, wharves, coal tracks, cars and steamer Chesapeake, - - - -	-	48,489 09
		<u>\$ 933,658 23</u>
Debts due to the company :		
By individuals on stock, - - - -	-	2,960 55
This company's stock taken for debt, - - - -	-	2,765 51
Open accounts, - - - -	-	4,314 22
		<u>10,040 28</u>
Certificate of debt received in exchange for company's bonds, - - - -		2,800 00
Cash on hand, - - - -	-	3,576 25
		<u>\$ 950,074 76</u>

*Road Company from the commencement of the work to the 1st of May 1849.*

Capital stock:			
Subscribed by individuals, 3,000 shares, - - -		\$ 300,000 00	
Subscribed by the state, old stock, 2,000 shares, -		200,000 00	
new stock, 1,856 shares, -		185,600 00	
			\$ 685,600 00
Debts due by the company of a permanent nature:			
Bonds due in London in 1853, £ stg. 12,300 at par, -		54,666 67	
Bonds due in Richmond in 1850, - - -		33,000 00	
			87,668 67
Dividend bonds to the state, - - - -			33,408 00
Debts due by notes and open accounts:			
Notes, - - - - -		29,747 99	
Open accounts, - - - - -		6,412 07	
			36,160 06
Profit since the commencement of transportation, -			107,240 03
			<u>\$ 950,074 76</u>

*Richmond, May 1st, 1849.*

JOHN WILLIAMS, *Treasurer.*

# STATEMENT of Income from Transportation from 1st May 1848 to 1st May 1849.

MONTHS.		Local travel.	Through travel.	Freight.	Branch road freight.	Freight of Clover Hill coal.	Cl. Hill travel and miscellan's freight.	TOTAL.
1848:	May,	-	-	-	-	2598 80	244 47	7359 86
	June,	-	-	2069 45	-	1368 30	168 29	6154 74
	July,	-	-	1655 06	-	1604 20	257 78	5980 66
	August,	-	-	1416 79	2 00	2831 20	331 13	10360 48
	September,	-	-	2165 39	1897 28	2694 40	255 16	8704 21
	October,	-	-	1343 23	729 78	3021 30	118 02	8135 21
	November,	-	-	1092 17	851 69	2886 30	158 36	7839 16
	December,	-	-	865 87	1439 93	2142 10	84 74	6427 96
1849:	January,	-	-	867 75	204 50	1197 00	88 05	6770 01
	February,	-	-	853 42	1691 01	2275 00	86 05	7633 06
	March,	-	-	1436 08	818 87	1975 90	195 75	8809 05
	April,	-	-	1426 45	1081 83	2069 34	112 67	6953 06
		-	-	1452 42	248 05			
	Totals,	-	-	16644 08	8964 94	26663 84	2100 47	90927 46
	Transportation of mail,	\$ 26880 35	9673 78					2868 12
	Travel and freight per Norfolk and Port Walthall steamers,	-	-	-	-	-	-	5362 50
	Tolls from passengers over James river bridge,	-	-	-	-	-	-	38 11
	Tolls on Manchester and Petersburg turnpike,	-	-	-	-	-	-	245 06
								\$ 9941 25

JOHN WILLIAMS, Treasurer.

Richmond, May 1st, 1849.

*Statement of Transportation Expenses from May 1, 1848, to May 1, 1849.*

Repairs of railroad, - - - - -	25,198 30
Repairs of engines and cars, - - - - -	17,723 46
Train expenses, including Clover Hill expenses, -	13,022 17
Depot expenses, including watching of James river bridge, - - - - -	7,063 22
Repairs of bridges, - - - - -	6 80
Transportation of passengers, mail and baggage, -	1,054 09
Officers' salaries, - - - - -	4,300 00
Postages, newspapers, advertising and printing, -	393 28
Train losses and damages, including coal, - -	374 40
Contingent expenses and insurance against fire, -	909 57
Branch road expenses, - - - - -	1,274 60
Repairs of depots, - - - - -	749 02
Office expenses, - - - - -	95 93
Expenses of steamer Chesapeake, - - - - -	645 30

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\$ 72,810 14

## Extraordinary expenses:

New carpenter's shop, - - - - -	2,460 75
New locomotive engine and tender, - - - - -	6,909 00
New passenger car, - - - - -	1,800 00
Four new coal cars at \$250 each, - - - - -	1,000 00
	<hr/> 12,169 75
	<hr/> \$ 84,979 89

JOHN WILLIAMS, *Treasurer.*

*Richmond, May 1st, 1849.*

31607

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## RICHMOND AND PETERSBURG RAILROAD COMPANY.

OFFICE RICHMOND AND PETERSBURG RAILROAD  
COMPANY, *Richmond, January 9, 1849.*

*To the General Assembly  
of the Commonwealth of Virginia.*

A communication has been laid before you by the Board of public works, the object of which is to bring to your notice a communication addressed to them on the 2d October last by Nathaniel M. Martin, Esq., in relation to the affairs of the Richmond and Petersburg railroad company, past, present and to come.

The board of directors of this company are surprised at the novel course which the Board of public works have thought proper to pursue in asking the attention of the legislature to the representations of any person without enquiry into their correctness, and without affording opportunity for disproof or explanation to the parties affected thereby; especially in a matter of great public interest, and still more where public and private interests, and character, may suffer injury from misrepresentation, not to be remedied by after correction. It is true, the Board of public works do not give their sanction to Mr. Martin's complaints. But they could not fail to know that those complaints contain little of the least moment which does not purport to be extracted from the records of the board; and they attach much less importance to their acts than justly belongs to them, or than is accorded to them by the world, if they imagine that others will not consider them, however different may have been their intention, as proposing for censure the subjects of complaint which they propose for enquiry, the means of enquiry being in their own hands, and the complaints peculiarly affecting their own agents. Moreover, the sagacity of the Board of public works can hardly fail to have discovered that the complaints of Mr. Martin were not those of one particularly well affected towards the interests of this company. Obviously they are the complaints of a fault-finder; and not that only, but of one who has other motives and objects than such as pertain to the public interest, or the interests of this company. We have not enquired, nor shall we descend to enquire, into the private interests or connections of Mr. Martin. But it is manifest that his complaints have been prompted, in a great degree, by those influences of personal and local animosity and jealousy, which for some years past have been operating to the prejudice of the railroad line north of Petersburg; and the aim of which has been to divert the through travel to the river and bay line, in which the state has no interest, from the railroad line, in which it has a very large investment. We feel no little surprise that the Board of public works, the peculiar guardians of the interest of the state in that investment, and who have heretofore expressed very great, and beyond doubt very sincere solicitude in its behalf, should have listened so easily to suggestions made against it from such a quarter. We beg leave further to state, as facts which belong to the history of



this proceeding, that on the 2d of May 1848, the Board of public works appointed two directors of this company, being the number it had always previously appointed, and the directors so appointed being the same as had been in office under a like appointment many years. On the 3d May 1848, Mr. Martin became a stockholder in the company, and on the 12th May 1848, was appointed a director by the Board of public works. At the annual meeting of the company soon after, the validity of his appointment became a necessary and very important question, involving no less than whether the affairs of the company should be thereafter under the absolute control of the Board of public works or not; it being manifest that if the board should have the right to appoint three of the five directors, with the power which it possesses of displacing them at pleasure, such would be the result. In this company the state is the owner of more than half and less than three fifths of the stock. The question was, therefore, whether in such circumstances the state should have more or less than its proportionate share in the directory, there being no means of giving to it its exact proportion; and on this question the meeting directed the president, not the board, to be governed by the advice of counsel. The counsel selected by the president was a gentleman of the executive council, and who might therefore be supposed free from any bias unfavourable to the rights of the commonwealth. His opinion, herewith transmitted, was against the power claimed by the Board of public works, and Mr. Martin was accordingly not admitted to a seat at the board. His intimation of a wish to be apprised of the meeting of the directors that would be called to receive the opinion of the counsel, is now for the first time brought to the knowledge of any member of the board. But inasmuch as the board in this matter were not acting on their own judgment, and could not have undertaken so to act, it should be plain to him that his presence or absence was of no importance. He is of opinion this proceeding should be arrested, and that the Board of public works should be allowed to control the management of the company. In this he has the misfortune to differ from the well settled course of public opinion and policy on this subject. It has always been deemed advisable to admit into public works a large share of private interest and vigilance, and also to distribute power in the management of such works, not in proportion to the amount of interest merely, but to have some regard to numbers, under the belief that owners of small shares would not be less watchful, and might not be less wise in the common service than owners of large shares, at least not in the same degree. Mr. Martin seems to be of a different opinion, and we leave the argument in his hands.

Having thus stated our objections to the quarter from which the enquiry comes, we beg leave to say, that we have no desire, nor intention, to shrink from any investigation into the concerns of the company.

It will not be expected of us that we shall answer in detail the charges of Mr. Martin. It would be very tedious to specify all the inaccuracies into which he has fallen; and in regard to such of his statements as are true, but so made as to furnish occasion for erroneous in-

ferences, we shall prefer to treat them not in quite so much detail as he has chosen to give them, but under their proper heads.

In regard to the connection of this company with the Port Walthall and Norfolk steamboat association, we beg leave, in the first place, to say, that the whole matter underwent a patient and scrutinizing investigation at the hands of a committee of both houses of the general assembly, in the session of 1846-7; and in corroboration thereof the board of directors refer to the legislative journal of that year. It is therefore hardly probable now, when the Port Walthall and Norfolk association has so fully developed its capacity to prevent a diversion of travel from the roads north of Petersburg, and is at this time directing a valuable local travel over the Richmond and Petersburg railroad, that it will be deemed necessary or desirable on the part of the legislature to recommend any change in the policy of the company, so far as the association is connected with it, although by so doing the result might be to sustain the Appomattox railroad company, by a surrender to it of the entire northern and southern travel in connection with the steamboat lines on the river and bay. We beg leave further to say, that all the charges, personal or other, which Mr. Martin has thought fit to make, or to countenance, against the Port Walthall and Norfolk steamboat association, are gratuitous and unfounded. The association was formed for the purpose of preventing a diversion of the through travel to the river and bay line. Such was its avowed object. The members of the association have, in common with the state, an interest in preventing such diversion, or rather in putting a stop to it: for Mr. Martin is quite mistaken in supposing that it did not exist, and that it was not operating greatly to the injury of the railroad line. That fact was made fully to appear in the investigation aforesaid of 1846-7. It will be seen by reference to the prospectus of the association, and to all the other papers concerning it, and to its whole conduct and management, that so far from having any interests, or views, or powers, hostile or prejudicial to the interests of the company, its affairs were placed absolutely under the control of the company: if it shall make any emoluments, they must be made with the continuing concurrence, and under the direction of the company, and must be shared by it. And in respect to the bonus to which the association is entitled for securing the through travel to the railroad line, Mr. Martin omits to observe, that it is limited to one third the *additional income thereby produced* to the railroad companies. The motives and purposes of the association, therefore, we may submit, are not liable to be assailed by any friend of this company. It has effected the objects for which it was designed, greatly to the advantage of the company. It has as yet realized no profit; and while its members may now hope for a reasonable return from their investment, we presume there is no one of them visionary enough to anticipate a tithe of the amount predicted by Mr. Martin.

In reference to the increased cost of the Richmond and Petersburg railroad, which Mr. Martin deems of the first importance, and which, he says, for the nine years ending 1st May 1848, amounted to \$103,043, the board of directors are able to state, that during the

year ending 1st May 1846, when, as Mr. Martin states, the increased cost was \$78,841 28, the sum of \$78,827 80, being an item on the books of the company to the debit of interest on account of construction, was placed to the prime cost of the road, as also the remaining amount of \$13 48, being for land damages. This will, therefore, sufficiently answer the enquiry of Mr. Martin on this head. The items which tend to swell the cost of the road from year to year are to be explained by the fact, that suits for land damages and other unadjusted claims incident to the construction of a railroad, must necessarily, as they are terminated, add something of additional expenditure, against which no foresight can guard, and for which the reputation of no engineer should suffer, as his estimates must have been based upon the lights at the time before him; and it is to be presumed that the local prejudices which may be subsequently brought into exercise to the serious detriment always of a corporation, since they cannot be properly estimated, must, on the whole, be left almost entirely out of calculation, in every attempt to ascertain what a road should cost.

The statement which Mr. Martin makes, "That although the receipts from transportation have been nearly doubled since the road was made, yet the expenses have increased faster, and the company, instead of making any profit, as they did at first, are actually expending more than their receipts," is calculated to create very erroneous impressions, unless particular reference is had to the statement which Mr. Martin himself appends of the receipts and disbursements of the company. It will be seen therefrom that the *nett* gains of the company between the 1st of May 1840 and 1st of May 1848, after a deduction of every expense, both ordinary and extraordinary, and including interest, amounted on 1st May 1848 to the sum of \$43,175 04, the amount of \$55,680 in the meanwhile being apportioned, and in part paid over to the state for the dividend preferred on her stock in the company. The true result therefore is, that after bearing this heavy burthen, the company has expended, for the nine years which terminated on 1st May last, only \$12,504 96 beyond the income to that period, whilst their outlay in engines and cars adapted to the transportation of coal from the Clover Hill mines and the travel over the Port Walthall branch, amounting to \$50,000, has been left out of view by Mr. Martin, although liquidated, with the exception of \$12,504 96, from the profits of the company, and included in the above statement, shewing a nett gain of \$43,175 04.

Had the board of directors been consulted on the subject, they would have advised Mr. Martin to defer until 1st May 1849 the detailed report which he has made, as, in the opinion of the board, it will then be in their power to shew that the anticipations which they have formed of the benefit to result from their outlay in cars and machinery for the business over this Port Walthall branch have not been visionary, but that increased receipts and diminished expenses will illustrate the business of the year. It has, however, been the misfortune of Mr. Martin to adopt a point of time when the entire outlay necessary to the transaction of a new and important business over the road has just been encountered, and when, of course, the



receipts from that business bear no proportion to the disbursements necessary to make it effective.

The business over the Port Walthall branch of the Richmond and Petersburg road may truly be said to be in its infancy; yet it will surprise the general assembly to learn that 72,888 barrels of flour and 1,007,735 bushels of coal were transported over it during the year ending 30th September 1848; and that from these, with the addition of a few miscellaneous articles, the income of the company from the Clover Hill and Port Walthall branches, amounted to \$42,912 07, being more than two fifths of the entire receipts of the Richmond and Petersburg company from transportation during the year. To this amount the reconstruction of the Gallego mills will add considerably the ensuing year; and it is but fair to presume that other and profitable business will seek a route to shipping which has only to be known to be appreciated and patronized.

The expenditure necessary to the accommodation of this increased and increasing business over the road, being nearly met, or so nearly that the increased demand will require no great outlay, the board of directors must be allowed to express the hope, that the general assembly, in its wisdom, will not be disposed to adopt the suggestions of Mr. Martin, and jeopardize the interests of the company by recommending a sacrifice of the Port Walthall branch to any union of the road with the Appomattox road, which connects the town of Petersburg with City Point. This is evidently the panacea which Mr. Martin would prescribe for all the ills to which the Richmond and Petersburg road is heir. A calculation more erroneous could not well be made, when we reflect that the distance from the Clover Hill mines to City Point is one half greater than to Port Walthall; and as the charge on a bushel of coal for toll and transportation is  $3\frac{1}{2}$  cents, (though in the opinion of Mr. Martin too low,) nearly  $1\frac{3}{4}$  cent per bushel would necessarily be the additional tax on all coal shipped at City Point, instead of Port Walthall; which, on the business of last year, would amount to the sum of \$17,635 35 on the article of coal alone; and as the rates of freight are as low from Port Walthall as from City Point, it cannot be supposed for a moment, even if a forced union could be accomplished between the Richmond and Petersburg and Appomattox railroads, that the latter would long be able to enjoy the benefit of one ton of the freight which now goes to Port Walthall. It should not be forgotten, that in the formation of this company, a branch to Bermuda Hundred was contemplated and provided for in the charter. The branch to Port Walthall, a harbour then unknown, answers the same purposes, with equal advantages in all respects, and at much less cost.

To Mr. Martin's comments on the diminished local travel between Richmond and Petersburg, the board have only to reply that the Richmond and Petersburg railroad company ought not to be held responsible for the decline in freight and travel between the two cities. The board of directors regret, as much as Mr. Martin can, the diminished receipts from this source; but it is gratifying to state, that the travel over their much abused Port Walthall branch is in a fair way to make

amends for it. An examination recently made, and elicited in consequence of the strictures of Mr. Martin, exhibits the remarkable fact, that the receipts from the train running between Port Walthall and Richmond and Petersburg, (which he says does not pay expenses,) from the first of August, when the opposition ceased on James river, to the first of December, have been twice as great per train as the receipts from the accommodation train between Richmond and Petersburg, during the same period; by which it would appear rather to be the interest of the company to discontinue the accommodation train between Richmond and Petersburg, than the one between Port Walthall and Richmond and Petersburg.

The board of directors deem it due to the gentlemen connected with the Clover Hill coal mines, that the insinuation conveyed by Mr. Martin, that by their influence in this company, the rates of transportation on coal were reduced too low, should be here repelled in the most decided and emphatic manner. On the board of directors the duty of establishing the present rates, entirely devolved, and but one member of the board had any interest whatever in the Clover Hill company, and that far short of his interest in the railroad company. It will, therefore, surprise Mr. Martin to learn, that the board of directors, including the only member interested in the Clover Hill company, were opposed to the terms yielded to the Clover Hill company; and their concurrence was only obtained on satisfactory evidence being afforded to them, that the rate referred to was the ultimatum of the individuals here most deeply interested in the Clover Hill property; and that their fixed determination was to extend the Clover Hill railroad to a point on James river, unless the terms they asked were granted to them. The directors of this company have had the misfortune, in this instance, to displease both parties. The coal miners of Clover Hill deem the present diminished rates still too high. Mr. Martin, on the other hand, representing the commonwealth, considers them too low. We have only to say, that they were settled after the fullest examination. Well aware of the heavy expenses which the company must incur to accommodate the trade, and of the inability of the company to undertake expenditures to be reimbursed at a remote period, we deemed it our duty, with every disposition to bear as lightly as possible on a trade at this time much embarrassed, and likely, if encouraged, to furnish a very profitable transportation hereafter, to impose rates which would enable the company to bear the requisite expenditures and to make a reasonable profit on its outlay. Under other circumstances we would have felt it our duty to come down to lower rates, with a view to the enlargement of the trade. Whether the rates, as fixed, are too high or too low, remains to be ascertained. We can only say, that they were fairly adjusted, after very full examination; and that, in our opinion, it will probably be the interest of the company to reduce them, with a view to ensure the trade, if such reduction shall be found practicable, without loss to the company. On the subject of the present rates, we present herewith the views of the Clover Hill company, as expressed by their president, Mr. Macfarland, and which have been drawn out by the communication of Mr. Martin.

Mr. Martin commits one of his many errors in stating the coupon bonds which have been paid off to the extent of \$7000, as due in 1850. They were due on 1st January 1849; and as the company was prepared to meet them a few months sooner, the board of directors cannot agree with Mr. Martin that a saving of interest, when convenient to accomplish it, is evidence of bad management. And as regards the item of debt for \$23,942 71, entitled "dividends credited to private stockholders,"—it is rather surprising that so accomplished an accountant as Mr. Martin would appear to be, did not readily perceive that, though under that title it had disappeared from the balance sheet of May 1848, it was nevertheless there in the column of "profits since the commencement of transportation." In further explanation of Mr. Martin's knowledge of accounts, the board refer the general assembly to the statement of the treasurer herewith attached, marked No. 3. Last and not least, it is proper that the board should state, that though the business of the road has nearly doubled within the time, the salaries of the officers, clerks and agents in connection therewith have been diminished since the years 1840 and 1841, when Mr. Martin's plan of uniting the offices of president and superintendent was in practical operation, to the extent of \$830,—the insinuation of Mr. Martin to the contrary notwithstanding. The board of directors are willing to admit, that, whilst the statements which have been from time to time made out by the treasurer of the company are in every particular perfectly correct, yet as the insertion of a cash account, the nature of which precludes a comparison with the other statements, appears to have misled Mr. Martin into the belief of discrepancies that do not exist, and may mislead others, it may be advisable to report hereafter only the statements that are susceptible of mutual comparison.

We are quite aware that the construction of this road was very costly; and that its subsequent repairs and renovation have been unduly expensive. These are no new topics of complaint. It was constructed at a most inauspicious period, in the year 1837, when every thing to be bought, including labour, was dear, and when money and credit, the means of buying, were scarce and high. The cost therefore far exceeded the estimates. We are not indebted to Mr. Martin for this discovery; it was long since made. The subsequent repairs and renovation of the road have also been unduly expensive. This has been chiefly owing to a faulty change in the plan of the wooden superstructure of the road, recommended some years since by an engineer, now deceased, whose professional accomplishments were of the highest order, but who, in this instance, was misled by the results of experiments of the ribbon rail, made on the southern roads with such apparent success, as to induce him to adopt it here. In addition to other supposed advantages, it was strongly recommended by considerations of economy. It was in fact found much cheaper in the beginning, and for a time answered a good purpose; but it proved to be too weak for the heavy business of this road, and has resulted in entailing on the company for some years past very heavy expenses for renovation and repairs. Notwithstanding this, the board will now hazard the assertion, that no road of similar structure, of the same capacity, and



extent of business in the Union, can be found in better condition, or with transportation power in better order and of more efficiency. In proof thereof the board have much pleasure in appending herewith the testimony of highly respectable and competent individuals, whose opportunities for proper information have been fully equal to those of Mr. Martin, and who, by practical experience, have been able to make the best use of those opportunities.

Mr. Martin institutes a comparison of this road with others, assuming mere length as the standard. It is hardly necessary to say, that this is altogether fallacious. Mere length neither determines the cost of original construction, nor that of subsequent preservation and management. The latter depends on the contrary mainly on the amount of transportation, an element which Mr. Martin neglects, and which, if duly considered, would have led him to results very favourable to the management of this road, as compared with the others selected by him. He should have remembered that this road not only has, in proportion to its length, a very much larger transportation than those selected by him, or any of them, but with a mere length of less than 23 miles, it transports, including its branches, nearly twice that distance. Mr. Martin's favourite subject of comparison seems to be the Greensville and Roanoke railroad. *That*, it is enough to say, is for every purpose of such comparison, not an independent road, but a mere roadway, a portion of the roadway of the Petersburg company, occupying to that company the relation of the Clover Hill road to this. Let him compare it then with the Clover Hill road, and take into the estimate the business done on each, and he will arrive at results much more just, though perhaps less satisfactory to him.

Mr. Martin founds a grave charge against the management of the company, because he happens to find that its coal cars made last year cost \$250 each, whereas in 1846, they cost only \$175. It will relieve him to learn, that all coal cars are not intrinsically of the same value. For example, those bought in 1846, were second-hand, holding 75 bushels; those made last year were new, holding 100 bushels. He cites this as a sample of our economy; we refer to it as a sample of the care he has used in collecting his facts. Again, the reflooring of the bridge cost \$10,000. Has he enquired whether it was necessary, or could have been better or more cheaply made? Again, a foot-path along the bridge cost last year \$235! It was made for the public accommodation during the interval between the destruction of Mayo's bridge and the establishment of a ferry; and if he had looked more carefully into the accounts of the year, he would have found that it yielded \$808 90 to the company.

In dismissing Mr. Martin from any further notice at their hands, the board of directors must be allowed to call the attention of the general assembly to the fact, that this is the fourth attack which has been directed at the management of the affairs of the company, each from the same quarter, and each with the same object in view; that of preventing the company from transporting passengers to and from the steamboats which ply between Norfolk and Port Walthall. The board of directors have, in a portion of this communication, brought to

the notice of the general assembly, the fact that the travel by this route is worth more to the Richmond and Petersburg company than the local travel between Richmond and Petersburg, and was intended to be provided for in the original formation of the company, a branch to Bermuda Hundred being designed plainly for no other purpose than the accommodation of such travel, and of transportation between the same points. In addition, the company is indebted to the individuals who own the steamboats referred to, for preserving to the roads north of Petersburg the through travel, which, but for their valuable aid, would have been transported by City Point and the bay to Baltimore. And they would further apprise the general assembly, that the individuals who constitute the Norfolk and Port Walthall association have a large interest in the stock of the companies between Petersburg and Washington; and in protecting their own interest, must necessarily protect that of the state in the same companies. They beg leave, therefore, now to express the hope, that the general assembly will give no encouragement to any such harassing and injurious proceedings; but will discourage in future all similar movements. The effect of a contrary course will be, in addition to other mischiefs, to subject, for a time, the stock of any company which it may be desirable to affect in the estimation of the public, to the power of rival or unfriendly interests. This document of Mr. Martin is an apt illustration of the propriety of the remark; for it was scarcely in the hands of members of the general assembly before it was found freely circulated in every quarter where mischief could be made of it. The board are well informed of the fact, that whilst in the course of publication by the printer for the commonwealth, a large number of extra copies were ordered by a gentleman highly connected with the Petersburg and Roanoke railroad company. And from the fact, that within a few days past, it has been freely distributed to citizens of Philadelphia, owning a large amount of stock in the two companies between Petersburg and Washington, no doubt remains with the board of the quarter from whence they were derived. With what object has this been done, unless with the view of impairing the confidence of stockholders, and inducing them to withdraw their support from those who have heretofore enjoyed it?

The reconstruction of the road between Petersburg and City Point has had the effect of imparting new vigour to this disposition to annoy the companies north of Petersburg; and it is slight want of charity to infer, that if a change in the management of our road can be effected, a course of policy may be pursued so directly in conflict with the past, that the income of the companies north of Petersburg will be affected to the extent of a very large portion of their income from through travel.

Looking to the past, the board of directors of the Richmond and Petersburg railroad company cannot but think that they have peculiar claims upon the consideration of the general assembly. The war upon their travel so long carried on by the Portsmouth and Roanoke railroad was scarcely ended by the decline of that road, after it had sunk not only the original subscription of the state, but a large loan in addition,—

when this Appomattox railroad, which likewise under the title of the City Point railroad, had destroyed the capital embarked in it on the part of the state, as well as a large loan in addition,—becomes a competitor for the travel over the roads north of Petersburg. The Appomattox railroad was granted to the town of Petersburg almost as a donation on the part of the state, for the purpose of accommodating the local business of Petersburg; and an express provision was contained in the grant, that the road should be forfeited if found engaged in the transportation of any through travel whatever. Scarcely however was the process of construction commenced, before the attempt is made to obtain from the legislature a repeal of the restriction so wisely imposed. Failing in any attempt to obtain additional privileges from the legislature, it may reasonably be inferred, that if the Norfolk and Port Walthall association can be broken up, it will not be long before, through means of a steamboat concern, to be brought on the bay and river, the allies of the Appomattox company will be able to accomplish that diversion of the travel indirectly, which it is now beyond their power to do in any way.

The board of directors deem it proper to state in this connection, that the Richmond and Petersburg railroad company, though aided with a loan by the state, have been, and will continue to be embarrassed by the condition attached to it, that a dividend of 3 per cent. at least shall enure to the commonwealth, not only on the amount of the loan, but on the stock held by the state in the company. The consequence is, that the company is trammelled in its operations, and wholly unable to carry on its business with cash funds, or that elevated credit which is equivalent to the command of means. The prayer of the company is,—that the general assembly, in its wisdom, will at this session allow the stock of the state to be placed on the same footing with stock held by individuals in the company. With this act, and a law passed for a union of this company with the Richmond, Fredericksburg and Potomac railroad company, on terms to be agreed on between the stockholders of the two companies, it cannot be long before the difficulties of the company will be ended; and it will be found, not only to have accomplished all the useful purposes expected from it, but to yield a fair return upon the investment made in it by the state and by individuals.

Signed on behalf of the board.

WIRT ROBINSON, *Pres.*



(No. 1.)

## OPINION.

In 1836, (*vide* Sessions Acts, p. 146, ch. 121,) the *Richmond and Petersburg railroad company* was incorporated. By the charter the company stood incorporated as soon as 1500 shares of stock were subscribed by individuals.

As soon as that number of shares were subscribed, a general meeting of the said subscribers was to be convened.

At this first general meeting a *president* and *five directors* were to be *elected by the stockholders*, and also at each annual meeting thereafter, to continue in office (unless sooner removed in general meeting) until their successors should be elected—(\$ 6.)

The requisite number of shares of stock having been subscribed, a general meeting of the stockholders was held, and the company organized by the election of a president and five directors.

After this the Board of public works, in pursuance of law, subscribed on behalf of the state for an amount of stock equal to two fifths of the stock held by individuals.

After such subscription on behalf of the state, the Board of public works, in conformity with the fifth section of the act of 1832, appointed *two* of the *five* directors, and the *private* stockholders continued to appoint the rest of the directors; the president being elected by the votes of all the stockholders, public and private, in general meeting, given according to scale of votes prescribed by the charter or the general railroad law.

In the year 1843, the company being indebted to the state, a law was passed, (*vide* Acts 1842-3, p. 71, ch. 103,) increasing the capital of the company to the amount of the debt of the state; and the Board of public works was directed to subscribe for this additional stock on behalf of the state, on receiving a mortgage of the whole property and income of the company, to secure the payment of an amount equal to that of the debt and interest, if the company fail to pay six per centum per annum on the amount of the new stock so subscribed, (that is the substance of the condition of defeasance prescribed,) and the act declared that the transaction was "in effect an exchange" by the company "of an equivalent amount of its stock for the debt and interest due the state."

This law was accepted and carried into effect. After which, as I understand, the capital stock was held as follows, viz:

Private stockholders,	-	-	300,000
State subscription under the general law,	-	-	200,000
Special subscription under act of 1843,	-	-	185,600
			<hr/>
Entire capital from 1843 to present time,			\$ 685,600

Thus the state owned two fifths of the original capital, and of the whole capital it owned less than three fifths:

Three fifths being	-	-	-	\$ 411,360
And the whole stock of the state being	-	-	-	385,000

Since the year 1843, notwithstanding the large increase of the state's stock in the company, the private stockholders have continued to elect *three* of the directors and the Board of public works to appoint the other *two*.

Recently, however, the Board of public works has claimed the right to appoint three of the directors, and has actually appointed a third director, after having first appointed two on the part of the state.

The private stockholders, not acquiescing in this claim of the Board of public works, have elected two directors first, and then a third, to act as such if they have a right so to appoint him.

My opinion has been requested upon the question, Which of the two, the third director appointed on the part of the state, or the third elected by the stockholders, is the lawful director of the board?

The statement already made shews that by the charter the company was organized before the state became a subscriber. Its first general meeting was necessarily a meeting of private stockholders only; for the act of 1832 (§ 1,) provides, that "previous to subscription" on the part of the state, "the Board of public works shall be furnished with a certificate *under the seal of the company*, signed by *their treasurer*, and countersigned by *their president*," stating, among other things, that "one fourth of the private subscriptions has been actually paid up into the hands of their treasurer."

There could be *no seal* of the company, *no treasurer*, *no president*, and no payment of *one fourth to the treasurer*, until after the company was organized at the first general meeting. Of course, until after such meeting and organization, the state was not and could not be a stockholder.

At this first general meeting, then, the law required the private stockholders to elect a president and *five* directors; and they must continue so to appoint the president and all the directors until the state became entitled to appoint a portion of them.

It is provided by the 5th section of the act of 1832, that when the state does become a stockholder to any railroad company, "the Board of public works shall have a right to appoint such a number of *the directors*"—"as will be in proportion to the stock subscribed by the Board of public works."

It is evident, then, that the private stockholders must continue to elect all the five directors until the state has acquired a right to appoint a portion of them, and when it has acquired such right, the private stockholders must continue to appoint *all* that the state have not under the law a right to appoint.

By the same 5th section of the act of 1832, it is provided that the proxy of the state shall vote on the stock of the state in the election of all officers except *directors*. Under this the state as a stockholder has all its stock represented fully according to the scale of voting in electing the president. But in the appointment of directors the state (by the Board of public works as its agent) acts separately from, and independent of, the private stockholders.

In determining the number of directors, then, which the Board of public works has a right to appoint at any time, we must keep in mind

that the private stockholders have a right to appoint all but such a number as the state has acquired a right to appoint. It has a right to appoint such a number of the *five* as will be in proportion to their stock. That is, the number of directors appointed by them must bear the same proportion to the number five, as the whole amount of their stock bears to the whole capital stock of the company. So far as this can possibly be done, it may be done.

But if they claim to appoint such a number as bear a greater ratio to the number five than their whole stock bears to the whole stock of the company, it is manifest their claim cannot be sustained.

The number of directors must be five, no matter how much stock was subscribed for, and the private stockholders must appoint them all until the state has the right to appoint some, no matter how much or little stock (over 1500 shares) had been subscribed.

How then is it to be ascertained how many of the directors may be appointed for the state, so as to be in proportion to the stock held by the state. If the directors were divisible into as many parts as there are shares of stock in the company, the answer could easily be given, and the proportions ascertained as easily as the proportions of the state's dividend of profits made could be ascertained.

But the number of directors is not only limited to five, but it is composed of units which admit of no fractions or subdivision. There cannot be such a thing as a *quarter*, a *half* or *three fourths* of a *director*. The state must have a right to appoint one whole *director*, or it can have nothing to do with the appointment of directors. Before it can appoint a director, it must hold stock to an amount equal to one fifth of the whole amount of the stock of the company.

If, for example, the state had only one share of stock, it is plain, and the absurdity of a contrary pretension is so glaring as to be apparent at once, that it could not appoint a director. Although its share of stock bore some proportion to the rest of the stock, it was not such a proportion as bore any relation to the other element, viz. the *number* of directors to be appointed.

It is not because the state has no interest in the company that it could not appoint a director in such case, but because its share bore no practicable proportion to the rest of the stock in reference to the purpose for which the comparison was to be made, that is, the appointment of a portion of a fixed number of directors. This will be apparent if we remove this supposed obstacle. Suppose one director was to be appointed for each share of stock, and the state was authorized to appoint such a number of the directors as was proportioned to its stock, then it could certainly appoint one director if it owned only one share.

It is evident, therefore, that in order to solve the problem, we must reduce the element of the proportion to be observed, to similar denominations, as far as possible. As the body of the directors is composed of five *integers*, and of integers which cannot be divided, and admit of no fractions, the stock, which is another element of the proportion, must be consolidated to the same number of integers. Thus alone can we determine the proportions with reference to the quantity of



stock held by the state, from which we are to ascertain the number of directors which bears the same proportion to the whole number of directors, as the quantity of stock held by the state bears to the whole stock of the company. The stock then must be divided into five equal parts, of which each shall be an integer, and then the state will have a right to appoint a director for each of such integers of stock held by it. There is, then, no difficulty in determining the number of directors the state is entitled to appoint. Then, if the state owns less than one fifth of the stock it cannot appoint any director, under the law. If it owns more than one fifth, but less than two fifths, it can appoint one director, no matter how small the excess over one fifth; and it can appoint no more than one director, no matter how large may be the quantity, if less than two fifths. But as soon as it owns a single share over two fifths, it can appoint two directors.

To prove this, suppose the whole stock in the company to be 500 shares, and the state owns 99 shares, it could no more appoint a director than if it owned only one share. For it has right only to appoint such a number of directors as will be in proportion to its stock.

Let the proportion be stated, then, and worked out, and the consequence is inevitable.

Thus, as  $500 : : 99 : 5$  to the number of directors the state is to appoint. But that number is a fraction of ninety-nine hundredths of one, of course it is less than one, and the state cannot appoint a director at all.

While the state, then, is entitled to appoint as many directors as its proportion of stock will entitle it to, as far as it is practicable in the nature of things to give it its full proportion, it is equally plain that it has no right to appoint a number of directors *greater* "than will be in proportion to its stock;" and as when the state owns 99 shares, in the case put by way of illustration, it could appoint no director—so, if it owned one hundred and ninety-nine shares, it could only appoint *one* director, and no more, unless ninety-nine parts of a director could be appointed by the Board of public works, and the remaining one part appointed by the stockholders, which is of course impossible, and the argument is brought to the case of the *reductio ad absurdum*.

The fractions, therefore, of stock held by the state over any number of shares greater than two fifths (but less than three fifths) are necessarily lost in reference to the number of directors to be appointed by the state. As they are not enough to give another director by the rule of proportion, they can give it on no other principle, for that is the rule prescribed by the law.

This is not the only case furnished by the railroad law where, in the representation of stock, fractions, however large, are lost. The general railroad law provides in § 18 that each stockholder shall be allowed one vote for each share of stock not exceeding ten, and one vote for every ten additional shares. No matter then whether a man own ten shares or nineteen shares, he can only give ten votes. This, to be sure, is fixed by express terms in the law; but equally so, I think, is the rule of proportion fixed in the law as to the state's number of directors. Indeed the question I have been discussing is more like a

sum in arithmetic—more of a mathematical than a moral or legal question. It seems to me, therefore, to be the more free from doubt, as questions of mathematics are more certain of correct decision than questions upon rules of law or ethics.

Whether it would have been expedient or more just to the state, for the fraction of one fifth of the stock greater than the half of a fifth to entitle the state to a director, is an enquiry which can have little or no influence in determining what is the proper construction of the law as it is. There may have been considerations of general policy which induced the framers of the law to reserve to the state the number of directors only according to the rule of proportion, as I have stated it, and to require no director for any quantity of stock less than one fifth. They may have overlooked the question, and formed no intention in respect to it (which is very probable). The law as it is, I think, is quite clear upon the point in question, and there is no use for speculation.

My opinion therefore is, that conceding that the state is entitled to appoint directors in proportion to its whole stock, as well that subscribed in 1843 as before, the third director appointed by the stockholders is the lawfully constituted director of the company, and that the Board of public works has no right to appoint more than two of the directors.

This view of the matter renders it unnecessary for me to give any definite opinion on another view which has been suggested, and which would deserve my serious consideration if it were necessary to the decision of the question as to the number of directors to be appointed by the state.

It has been seen that the additional stock of the state in 1843 was in lieu of a debt due by the company to the state, and that the law is a very peculiar one. While the capital is increased, and the new stock created thereby is *subscribed* by the state, yet it is accompanied with a *mortgage*, to secure the amount of the debt and interest to the state; the forfeiture to be imposed and the mortgage foreclosed when the company fails to pay out of its dividends three per cent. on the whole stock of the state, or so much thereof as is equal to six per cent. on the new stock.

It might be argued, and with much plausibility, that this transaction was nothing more in effect than a mortgage to pay the debt and interest, and that the giving to the debt the form of stock was only another form of liquidating the debt, and the stock was only a new form of security for the debt. That it was not such a subscription as was contemplated by the act of 1832, as to which the state puts itself on an equal footing with other subscribers, and consequently could not draw to itself the privileges given to the state in respect to a regular subscription under the act of 1832.

I am not satisfied, however, that this view of this transaction is sufficient to exclude the state from regarding the stock subscribed in 1843, as entitling it to all the privileges incident to any other stock owned by it.

It cannot be doubted, that if the state had expressly declared, in the act of 1843, that the stock subscribed by it under that law should, as long as the state held that stock, entitle the state to all the privileges conferred by any other stock subscribed by it, that the law would have been valid, especially if the company accepted the law. If the fair construction of the law (which is a contract between the state and the company) shews that such was the intention and meaning of the parties, the effect will be the same as if it had been expressly declared.

What, then, is to be fairly inferred as to the meaning and intent of the parties? What motive could the state have had in *exchanging* its debt for stock of the company but to increase its control over, and influence in the company by increasing its stock? It could have secured its debt and interest just as effectually, by taking a mortgage for that purpose directly, if *that had been its only object*. But instead of that it authorizes or requires an increase of stock, it subscribes for that stock, and contemplates that dividends shall be made with reference to it as a part of the capital stock of the company, reserving a preference to itself, however, in favour of this particular portion of its stock, so as to be certain to receive at least six per cent. on *it*. Thus, while it holds the stock as stock, as long as the company complies with the terms of the law, it reserves to itself the right to transmute the stock into the debt again, whenever the company fails so to comply.

I doubt not both the company and the proxy of the state have understood the act of 1843 as constituting the state a stockholder, with all rights and privileges as such, in respect to the stock subscribed in 1843, as that subscribed before; and that the proxy of the state, in its general meeting, has given the vote of the state, according to the number of votes to which it is entitled as a stockholder, to the amount of \$385,600.

Such a construction, (if the fact be so,) claimed by one party and acquiesced in by the other, would be sufficient to turn the scale if the construction of the law itself were more doubtful. I think, then, this question ought probably to be decided in favour of the state as to its right to vote in general meeting to the full amount of all its stock.

The same acquiescence of the state as to the other question, in reference to the number of directors it has a right to appoint, ought to be equally influential, if the law were doubtful, against the pretension it has recently, for the first time, asserted, to appoint three fifths of the directors, when it owns at the utmost less than three fifths of the stock. I repeat, that in my opinion, such a claim is condemned by the true construction of the law, and is the more readily to be repudiated, because the state and its agents, the Board of public works, have for so many years tacitly admitted there was no foundation for such a claim.

*Ans. Thos. Patterson*



(No. 2.)

RICHMOND, Dec. 27th, 1848.

SIR,

It affords me pleasure to comply with your wish, to notice the statement in the communication of Mr. N. M. Martin to the Board of public works, to which you called my attention, relative to the charges of the Richmond and Petersburg railroad company, for carrying coal for the Clover Hill railroad company. That statement seems to be designed to create an impression that those charges are "too low," and were "established" by "persons" in the first named company, who "were at the time,"—"or became shortly" afterwards "interested in the coal trade."

Now, I can say, that the charges in question are considered by the directors of the Clover Hill railroad company *as much too high*, and that I concur in so thinking. It is fortunate for the Richmond and Petersburg company that it has the right to exact the existing charges for two years yet to come, under a contract between the two companies; as the coal company, but for the contract, would perform its own transportation, and continue its road to the river, sooner than submit to such exorbitant charges.

You see, then, I differ widely from Mr. Martin; and as the president of the Clover Hill railroad company, I profess to know its opinions and somewhat of its true interest. I may add, that I have been at some pains to ascertain the true value of the services performed by the Richmond and Petersburg company, and the result of enquiries of practical men, familiar with the employment, has been to convince me that the charges are too high by more than fifty per cent.

The Board of public works, and all others concerned, are at liberty to rescind the contract between the two companies at any moment, the sooner the better, provided only, that notice of the purpose to terminate it be given just time enough to allow the coal company to prepare for its own transportation.

Once more, the coal company would be gratified to submit the charges to arbitration; and to gain it will pay something as a bonus to the Richmond and Petersburg company, if that would secure its assent to the proposition.

The truth is, that the coal company has known from the beginning that the charges were exorbitant, and the only reason for its submission was, that it was not ready to perform its own transportation, as for that an outlay of capital was required, which it was not convenient to furnish. It is quite certain that, unless very different counsel than that of Mr. Martin prevails, the connection between the companies will cease as soon as the existing contract leaves the coal company at liberty to act for itself. What will the stockholders of the Richmond and Petersburg company say then?

Who are referred to as the persons in the railroad company, that were interested in the coal trade, I do not know. If the directors of the former company be intended, they can answer for themselves, if

indeed they shall think it worth while to answer at all. The charges in question were arranged by the boards of the two companies, the railroad company being the party which sought to raise the charges, and the coal company to reduce them. One of the latter board, a friend of mine, by whom I shall be pardoned for using his name in this connection, M. Robinson, Esq., was complained of by his co-members for not co-operating in the effort to bring the railroad company to charges which all the rest of the board deemed fair and reasonable. So it was, he did not; nor did he hesitate to avow a desire that the railroad company should be liberally rewarded. It is quite probable that it has happened in this instance, as it has many times before, that a gentleman is suspected of the very opposite of his actual course. He is the only one who was, or is interested largely in both companies. But until it be shewn that the "charges" are too low, the intimation that they were arranged under some undue influence of the coal company or its stockholders, is idle.

Yours truly,

(Signed,)

WM. H. MACFARLAND.

WIRT ROBINSON, Esq.

I certify that the above is a true copy of the original on file in the office of the Richmond and Petersburg railroad company.

Teste,

JNO. WILLIAMS, *Treasurer.*

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(No. 3.)

*Answer to Mr. Martin's remarks on the accounts accompanying the last report to the stockholders. Appendix C.*

*Page 547.* Mr. Martin assumes that the whole amount of two sums, \$76,884 22 and \$13,007 10, was paid in cash. This is not the fact; for notes of the company, amounting to \$16,826 32, and forming part of the amount, were not due on 1st May 1848.

*Page 548.* The cause of the difference between \$108,554 90, the amount of income from transportation, according to statement No. 3, and \$117,364 90, amount of cash receipts, according to the cash account is: The latter sum includes receipts of open accounts due to the company the previous year, and of other accounts accrued during the year in the course of transportation business, but not forming part of the year's income.

*Page 548.* The cause of the difference between \$76,884 22, the amount of ordinary transportation expenses, according to statement No. 4, and \$49,232 79, as stated in the cash account, is: The former includes notes not due at the end of the fiscal year, which could not of course be in the cash account.

It is only necessary to consider the nature of the cash account, and that it necessarily blends some of the transactions of the past year with those of the present, and as necessarily excludes some of the present year's transactions, which pass over to the next, to conclude that it never can agree with the account of income of the present year as long as a part of it is not immediately received in cash, but is regularly charged in some of the open accounts, and that it never can agree with the account of expenses while notes are given for a portion of them. This is so obvious, that it is surprising it should have escaped the notice of Mr. Martin, a merchant, who is no doubt intimately and practically conversant with accounts. He probably has, on his own ledger, the account technically called "Charges." If in payment of charges, he occasionally gives notes, he must see at once that to ascertain the amount of that account for any given period, he must look to the account itself, not to cash account. Such is the case with the company's account of transportation expenses.

In regard to the great increase in the charge for cost of road and property from 1844 to 1846, at which Mr. Martin expresses surprise, the cause of it is evident on the face of the reports made to the stockholders. The report of 1844 states, that only the portion of interest paid before transportation commenced was comprised in the charge, while that of 1846 shews that all the interest was then included.

I will add, that Mr. Martin, in any one of his late numerous visits at the company's depot, could readily have obtained all the information he desired about the accounts, by asking a few questions in the treasurer's office. This would have saved him the necessity of making any one of the enquiries on this subject which he has made through the Board of public works. *But he never asked a single question.* It is difficult to assign a reasonable motive for the course he has pursued in preference to one so easy, and which so readily suggests itself to every unprejudiced mind as an act of simple justice.

JNO. WILLIAMS,  
*Treas. Richm'd and Petersb'g R. R. Co.*

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(No. 4.)

RICHMOND, 5th January 1849.

Having been requested by Mr. Thomas Dodamead, superintendent of the Richmond and Petersburg railroad, to make an examination of the road, I have done so, and find that the road generally is in a good and safe condition, and a large portion of it is in very superior order. Having been one of the committee of examination appointed annually by the stockholders for some years, and having made several examinations of the road each year, I have the satisfaction of saying that the road has been for some time in a general state of improvement, and is now in a better condition than it has been for some years.



The course now being pursued in the improvement and general repairs of the track, is in my opinion the most judicious one for the interest of the stockholders and permanent improvement of the road.

(Signed,)

JACOB F. BARNES.

I have made an examination of the road at the request of Mr. Dodamead, and fully concur in the above.

(Signed,)

JOHN WALKER,  
*Ag't Repairs on Chesterfield R. Road.*

I certify that the above is a true copy of the original on file in the office of the Richmond and Petersburg railroad company.

Teste,

JNO. WILLIAMS, *Treasurer.*

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(No. 5.)

RICHMOND, 5th January 1849.

At the request of Mr. Thomas Dodamead, superintendent of the Richmond and Petersburg railroad, I have made an examination of the engines and cars now in use on that road, and find the engines in excellent working condition, and the cars in good order, and equal to those of any road in this section of the country, and certainly as good as they can be made with the same expenditure of money. I have also examined the shops and machinery for the repairing and making new cars, and find them judiciously and economically arranged and managed.

I have likewise examined the new coal cars made in the company's shops, and find that they are manufactured as low as they could be done in any establishment, and for less than they could be purchased.

(Signed,)

JAMES M. TALBOTT.

I certify that the above is a true copy of the original on file in the office of the Richmond and Petersburg railroad company.

Teste,

JNO. WILLIAMS, *Treasurer.*

## COMMUNICATION

FROM JAMES LYONS, ESQUIRE,

*On the subject of N. M. MARTIN'S Communication to the General Assembly.*

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SECOND AUDITOR'S OFFICE,  
January 18, 1849.

SIR,

In compliance with a resolution of the house of delegates, adopted the 17th inst., I herewith transmit, by direction of the Board of public works, a copy of a communication addressed to said board by James Lyons, Esq., on the subject of a communication from N. M. Martin, Esq., transmitted to the general assembly by said board, and printed in Doc. No. 10, of the house of delegates.

I have the honour to be,

Respectfully, your ob'dt serv't,

J. BROWN, JR.  
*Second Auditor.*

*To the Honourable the Speaker  
of the House of Delegates.*

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RICHMOND, January 8, 1849.

*To the Honourable Board of Public Works.*

My attention has been called to a communication made by N. M. Martin, Esq. to you, under date of the 2d of October last, which has been communicated to the legislature, and published by its order, in which an allusion is made to me, which I deem it my duty to notice. In that communication Mr. Martin says, that at the last meeting of the stockholders of the Richmond and Petersburg railroad company, he "submitted a proposition to instruct the board of directors to charge the passengers going between Richmond and Port Walthall the same rate per mile as passengers between Richmond and Petersburg." He avows that his object was, "to break up the connexion between this company, (the Richmond and Petersburg company) and the Richmond, Fredericksburg and Potomac railroad company, and the Port Walthall steamboat association, and concludes with the ex-

pression of his regret that in this movement he was not sustained by the representative of the state's interest in the company, and therefore he failed to accomplish what he is pleased to call a "good result." As I am "the representative of the state's interest" in the company, the allusion to me is as distinct as if my name were used, and I must be allowed to say that it was most indelicate and impertinent, for even if Mr. Martin were right in his facts and his reasoning, he would still be without any authority, of which I am aware, to supervise or criticise my conduct as the proxy of the Board of public works; and I do not believe that in fact he had any such authority, as to believe it would be to suspect the Board of public works of setting a spy upon me, to distort and misstate my conduct, without any intimation to me of the fact, and of this I am satisfied the board is wholly incapable. Whatever obligation, therefore, Mr. Martin was under to report upon the conduct of the company, or of the stockholders as a body, or upon me as a private stockholder, (which I deny,) he certainly had no authority to review my conduct as the representative of the state, in a meeting in which he had no right to vote, I believe, in any character. It was therefore most indelicate, to say the least of it, in him, not merely to offer a comment upon my conduct, but to hold me up as delinquent. This however, is not the only error of Mr. Martin's very elaborate report, which after all, is for the most part but a commentary upon matter previously in the possession of the Board of public works, but which Mr. Martin must have thought the board had not the smartness to comprehend without his aid. It is filled with errors which I have not the time, and am under no obligation to expose, but it is wholly erroneous, as well as unjust in respect to me, for it is not true in the first place that Mr. Martin submitted such a proposition as he describes in his report. I say this upon the authority of the record of the proceedings of the meeting of the stockholders, and the recollection of all with whom I have conversed, who were at the meeting. The records do not shew that such proposition was submitted by any one, and of course there was no vote upon it. If there be any colour for the statement of Mr. Martin, it is to be found in the fact that he suggested in conversation the propriety of, or expressed his wish for breaking up the contract with the Port Walthall association, and he was immediately told that it was impossible to do it legally and honestly, because the contract had been made by the legal representatives of the company, viz: the president and directors, and approved by the stockholders, and I had so far credited him for good faith, and a regard for the obligation of the contract, as to suppose that he was satisfied with the answer to his suggestion, and therefore did not move formally. It seems, however, that I was mistaken in this, and Mr. Martin is not only willing to violate a contract himself, but holds me up as a delinquent because I will not unite with him. He is right in this at least. I will not unite with him or any other in such work, and I am satisfied that for that determination I need no vindication with the Board of public works which has not been furnished in advance by its own honour and fidelity.

But if the report of Mr. Martin were true, as far as it goes, it would be still very reprehensible, in this, that it does not state the whole truth ; for while the obvious design is to inculcate me for a dereliction of duty, he omits to state the fact, (which he knew, for he always voted with me, as the reports of the company shew,) that I opposed the construction of the Port Walthall road, and the connexion between the railroad company and the Port Walthall association, and only refused to violate a contract which had been legally entered into, though made against my will.

According to my idea of fairness, Mr. Martin was bound, when he stated the fact that I was not willing to concur in his suggestion, to have stated also the reason given for it, by which it would appear, that so far from shrinking from my duty, I was, at least in my own conception of it, performing my duty ; and that instead of refusing to aid in attaining a "good result," I only refused to aid in effecting a bad one.

I retain the appointment of proxy of the board solely from respect for it, and a proper regard for the confidence indicated by the appointment. If the board disapproves my conduct and concurs with Mr. Martin, which I will not do it the injustice to suppose it does until better informed, it will find Mr. Martin, I doubt not, a very willing and fit representative.

Having been, in this case, for the first time in my life, held up to the public as a delinquent in performing my duty, as far as I understood it, I have deemed it due to the Board of public works, as well as to myself, to make this explanation of my conduct, that it may be placed alongside of the accusation.

With high respect,

I have the honour to be,

Your obedient servant,

JAMES LYONS.





PROCEEDINGS  
OF  
THE STOCKHOLDERS  
IN THE  
RICHMOND AND PETERSBURG  
RAIL ROAD COMPANY,  
AT  
THEIR GENERAL MEETINGS,  
AND  
REPORTS  
MADE BY THE PRESIDENT AND DIRECTORS  
TO  
THE STOCKHOLDERS.

FIFTEENTH MEETING, 28TH MAY 1850.

RICHMOND:  
P. D. BERNARD, PRINTER, OPPOSITE THE EXCHANGE BANK.  
1850.





## FIFTEENTH

### MEETING OF THE STOCKHOLDERS,

HELD ON TUESDAY, MAY 28th, 1850.

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At a meeting of Stockholders of the Richmond and Petersburg Rail Road Company, at the office of the Company in Richmond, on Tuesday, 28th May, 1850,

Judge John F. May was appointed Chairman of the meeting, and John Williams, Secretary.

There being present, in person and by proxy, private Stockholders entitled to 857 votes, and the proxy of the Board of Public Works, James Lyons, Esq. entitled to 394 votes, being in all 1,251, (the whole number that could be given being 1,572,) the meeting proceeded to business.

The following report was presented by the President and Directors, and read :

#### ANNUAL REPORT.

The Board of Directors of the Richmond and Petersburg Rail Road Company respectfully submit to the Stockholders their Annual Report of the condition of the affairs of the Company.

It will be seen from the accompanying statements, that whilst in some items of income there has been a slight falling off, in others there has been a corresponding increase during the past year, and that the whole receipts of the Company for the year ending the 30th of April exceed those of the previous twelve months, \$857 61.

It will be perceived, however, though the increased income of the company has been small, that there has been a material diminution in the amount of expenses for transportation during the past year, and that they have amounted to \$72,542 54 only, against \$84,979 89 for the previous twelve months. Out of the profits of the year the Board have been enabled, after paying the July dividend to the State, to effect a reduction in the indebted-

ness of the Company of about \$14,000, and its pecuniary condition may be considered to that extent better at present, than it was twelve months since.

It was represented in the last annual report to the Stockholders, that efforts had been made at the previous session of the legislature to get rid of the preference to the State which bore so heavily on the private Stockholders, and "to place the stock of the Commonwealth on the same footing in regard to dividends with all other stock," and that it was the "intention of the Board to continue their application, in the hope that the legislature would eventually grant the relief" asked for by the Company. At the last session of the legislature the application of the Board was renewed, and an act was passed, entitled, "An act in relation to the Richmond and Petersburg Rail Road," which is herewith submitted. The act is not altogether such a one as it was hoped it would have been the pleasure of the legislature to grant; but taken in connexion with an act, entitled, "An act concerning the Richmond and Petersburg Rail Road Company," passed April 4th, 1848, which is also laid before the Stockholders, it will, in the opinion of the Board of Directors, be advantageous to accept it. They trust, under these two acts, that they may be able, ere very long, to commence the payment of dividends, both to the individual Stockholders and the State; but uncertain as it is to what extent the income of this Company may be affected by the Rail Road in progress between this City and Danville, they are unable to speak on the subject with as much definiteness as they would desire. They will hope, as they have hitherto done, for the best, notwithstanding the policy of the Commonwealth in fostering adverse lines, which has been so injurious to the interest of the State and that of individuals in this Company.

The accompanying statements, which present to the Stockholders a full view of the affairs of the Company, are herewith respectfully submitted.

Signed on behalf of the Board.

WIRT ROBINSON, *President.*

*May 25th, 1850.*

Whereupon the said report, and the documents therein referred to, were received, approved, and ordered to be recorded.

The following report of the Committee of Examination was then read:

At the last meeting of the Stockholders of the Company the undersigned, in conjunction with Mr. Thomas H. Ellis, was appointed a committee to examine the condition of the roadway

and other works belonging to the Company. In the absence of Mr. Ellis, the undersigned, on the 27th instant, accompanied by Mr. Charles Ellis, one of the Directors, and Mr. Thomas Doda-meade, Superintendent of Transportation, made a thorough examination of the depots and whole line of the road. He is gratified at being able to report a marked improvement in both the roadway and the motive power used on the road.

Judicious changes have been made at the depot in Richmond, by which a large saving of labor and a more efficient management of the trains for transportation of freight and of passengers is obtained. Evidence of the successful operations of the workshops at this point is seen in the construction of a passenger car of great beauty and comfort, in the rebuilding an old engine and the repairs of others. The condition in which the roadway is at present merits especial commendation. The substitution of a more durable superstructure has been continued, until, with immaterial exceptions, the whole road has been relaid with a substantial rail and sill, which will doubtless produce a considerable reduction in the expenses of maintaining the roadway.

The depot at Petersburg is in a dilapidated condition, and should at the earliest day be replaced by a building suitable for the preservation of the large amount of property frequently accumulated at that point, and for the more ready management of the trains in loading and unloading.

The roadway to Port Walthall, and wharves there, were found to be in good order for the service required. All of which is respectfully submitted to the consideration of the stockholders.

JACOB F. BARNES.

*Richmond, May 28th, 1850.*

Whereupon the said report was received, approved, and ordered to be recorded.

The meeting then adjourned to Thursday, 30th May, 1850, at 11 o'clock, A. M.

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## ADJOURNED MEETING.

THURSDAY, 30th MAY 1850.

The Chairman called the meeting to order, and it was ascertained that there were present, in person and by proxy, private Stockholders entitled to 886 votes, and the proxy of the Board of Public Works, James Lyons, Esq. entitled to 394 votes, being in all 1,280.

The following preamble and resolution were unanimously adopted :

Whereas doubts are entertained by some of the Stockholders as to the precise interpretation of the act of April 4th, 1848, entitled, "An act concerning the Richmond and Petersburg Rail Road Company," *Resolved*, That the Stockholders defer for the present accepting the said act, and that the President and Directors be instructed to apply to the legislature for such additional act as may clearly give to the Company the right to issue new shares of stock at a reduced value.

On motion of Mr. James Lyons,

*Resolved, unanimously*, That the act of assembly passed on the 9th of March, 1850, entitled, "An act in relation to the Richmond and Petersburg Rail Road," be, and the same is hereby accepted and agreed to by this Company, and that notice in writing of this acceptance be certified, under the seal of the Company, to the Board of Public Works.

The following is a copy of the said act of assembly :

CHAP. 77.—An ACT in relation to the Richmond and Petersburg Rail Road.

[Passed March 9, 1850.]

Whereas the Richmond and Petersburg Rail Road Company has incurred heavy expenses, and been involved in debt, for the accommodation of the Clover Hill coal trade, and the accommodation of the increasing trade and travel of the road, to an extent injurious to the credit and threatening the existence of the Company; and whereas it is believed that the interest of the State, as a partner in the Company, demands, and the public interest would be subserved by the State's relinquishing all dividends to the Company until the Company is in a condition to pay dividends :

1. *Be it therefore enacted*, That no further dividends shall be paid to the State by the Richmond and Petersburg Rail Road Company, any act or acts of the general assembly to the contrary notwithstanding, until the Board of Directors of the Company shall consider the Company in a condition to declare dividends; and then the dividends shall be declared and paid alike, and the same per share to the State and all other Stockholders.

2. *Be it further enacted*, That until the Company is able to make, declare and pay dividends alike to the State and other Stockholders, the collection of the suspended dividends of thirty-three thousand four hundred and eight dollars, now due the State, shall be further suspended during the pleasure of the legis-



lature, provided the interest on the same be promptly paid on the first day of January of each year.

3. *Be it further enacted*, That if said Petersburg and Richmond Rail Road Company accept the provisions of this act, the Board of Public Works shall have the right to appoint three out of five of the Directors of the Company, so long as the State shall have a majority of the stock of said Company.

4. *Be it further enacted*, That the lien of the Commonwealth upon said road, now existing, be retained in full force for the whole debt and interest.

5. This act shall be in force from and after it shall have been accepted by a majority of the Stockholders in general meeting, and notice in writing of such acceptance communicated, under its corporate seal, to the Board of Public Works.

The meeting then proceeded to the election of officers, whereupon Mr. Wirt Robinson was unanimously elected President of the Company.

Mr. Richard Barton Haxall and Mr. Holden Rhodes were unanimously elected Directors on behalf of the Stockholders.

Mr. Richard Barton Haxall was unanimously elected Vice President of the Company.

Messrs. Francis E. Rives, Charles Ellis and James H. Cox were announced to have been appointed by the Board of Public Works Directors on behalf of the State.

Messrs. Thomas H. Ellis, James Bosher, Jacob F. Barns, Samuel Mordecai and Doct. Charles S. Mills, were appointed the Committee of Examination, and the attention of said Committee was directed to the instructions of the Board of Public Works, dated 19th June, 1837.

*Resolved*, That the President and Directors take such measures in regard to publishing their report, and the proceedings of this meeting, as shall seem to them expedient.

On motion the meeting then adjourned.

J. F. MAY, *Chairman*.

JNO. WILLIAMS, *Secretary*.



**STATEMENT of the affairs of the *Richmond and Petersburg Rail Road***

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COST OF ROAD AND PROPERTY.

From Richmond to Petersburg, including interest,	-	-	\$890,858 06	
Of Branch Road to Port Walthall, including purchase of land, wharves, coal tracks, cars and steamer Chesapeake,	-	-	48,489 09	\$939,347 15
<i>Debts due to the Company:</i>				
By individuals on stock,	-	-	2,960 55	
This Company's stock taken for debt,	-	-	2,765 51	
Open accounts,	-	-	4,142 66	9,868 72
Certificate of debt received in exchange for				
Company's bonds,	-	-	-	500 00
Cash on hand,	-	-	-	2,294 01
				<u>\$952,009 88</u>

*Company, from the commencement of the work to the 1st of May, 1850.*

CAPITAL STOCK.			
Subscribed by individuals, 3,000 shares,	-	\$300,000	00
Do. by the State, old stock, 2,000 shares,		200,000	00
new do. 1,856 "		185,600	00
			<u>\$685,600 00</u>
<i>Debts due by the Company:</i>			
Bonds due in London in 1853, £12,300 st'g.	-		
at par,	-	54,666	67
Bonds due in Richmond in 1850,	-	31,500	00
			<u>86,166 67</u>
Dividend bonds to the State,	-	-	33,408 00
<i>Debts due by notes and open accounts:</i>			
Notes,	-	17,185	77
Open accounts,	-	3,033	70
			<u>20,219 47</u>
Profit since the commencement of transportation,	-		126,615 74
			<u>\$952,009 88</u>

JOHN WILLIAMS, *Treasurer.*

*Richmond, 1st May, 1850.*

STATEMENT of Income from Transportation from 1st May, 1849, to 1st May, 1850.

MONTHS.	Local Travel.	Thro' Travel.	Freight.	Branch Road Freight.	Freight of Clover Hill Coal.	Cl. Hill Travel and Miscellaneous Freight.	TOTAL.
1849—May,	\$2,295 33	\$556 95	\$2,217 49	\$87 00	2,479 90	\$224 30	\$7,860 97
June,	1,661 73	399 27	2,370 00	469 27	2,255 80	265 06	7,421 13
July,	1,519 62	405 36	1,507 70	405 96	2,353 10	174 96	6,366 70
August,	1,673 74	660 46	1,518 80	1,817 14	3,002 40	188 81	8,861 35
September,	2,317 62	1,476 20	1,249 72	702 18	2,593 10	268 37	8,607 19
October,	2,386 25	1,147 62	1,371 73	279 00	2,627 50	204 04	8,016 14
November,	2,721 99	685 29	1,120 07	147 68	1,480 20	103 40	6,258 63
December,	2,930 38	679 52	1,239 04	177 57	1,367 60	122 03	6,516 14
1850—January,	2,508 44	755 77	1,403 87	846 90	1,252 90	110 83	6,878 71
February,	3,178 74	1,176 62	1,257 68	188 75	1,604 50	210 75	7,617 04
March,	2,816 24	1,854 17	1,263 02	436 11	2,142 40	265 57	8,777 51
April,	2,165 63	1,287 67	1,618 36	398 62	1,885 60	255 12	7,611 00
	\$28,175 71	\$11,084 90	\$18,137 48	\$5,956 18	\$25,045 00	\$2,393 24	\$90,792 51
Transportation of Mail,	-	-	-	-	-	-	5,818 48
Travel and Freight per Norfolk and Walthall Steamers,	-	-	-	-	-	-	3,572 87
Tolls from Passengers over James River Bridge,	-	-	-	-	-	-	115 00
							<u>\$100,298 86</u>

Richmond, 1st May, 1850.

JOHN WILLIAMS, Treasurer.

## STATEMENT OF TRANSPORTATION EXPENSES

*From 1st May, 1849, to 1st May, 1850.*


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Repairs of Rail Road, - - - - -	\$20,939 10
*Repairs of Engines and Cars, - - - - -	16,450 92
Train Expenses, including Clover Hill Expenses, - - -	13,364 72
Depot expenses, including watching of James River Bridge,	7,387 50
Repairs of Bridges, - - - - -	657 18
Transportation of Passengers, Mail and Baggage, - -	1,195 38
Officers' Salaries, - - - - -	4,300 00
Postages, Newspapers, Advertising and Printing, - -	467 64
Train Losses and Damages, including Coal, - - -	1,125 55
Contingent Expenses and Insurance against Fire, - -	770 46
Branch Road Expenses, - - - - -	1,600 71
Repairs of depots, - - - - -	3,177 76
Office Expenses, - - - - -	148 38
Expenses of Steamer Chesapeake, - - - - -	344 75
Repairs of Turnpike, - - - - -	612 49
	<hr/>
	\$72,542 54
	<hr/>

\* This amount includes a new passenger car just placed on the Road.

JNO. WILLIAMS, *Treasurer.*

*Richmond, 1st May, 1850.*

## STATEMENT OF RECEIPTS AND DISBURSEMENTS,

*Within the year ending 30th April, 1850.*

## RECEIPTS.

Cash on hand, 30th April, 1849,	-	-	-	-	-	\$3,576	25
Debts due to the company—Received this sum,	-	-	-	-	-	171	56
Certificate of debt,	-	-	Do.	-	-	2,300	00
Transportation,	-	-	Do.	-	-	100,298	86

## DISBURSEMENTS.

Cost of Road and Property—Increased this sum,	\$5,688	92		
Liabilities of the Company—Decreased this sum,	-	-	17,440	59
Transportation—Expenses of Transportation,	72,542	54		
Interest—Dividend paid the State, and Interest,	8,380	61		
Cash—On hand 30th April, 1850,	-	-	2,294	01
			<u>\$106,346</u>	<u>67</u>
			<u>\$106,346</u>	<u>67</u>

JNO. WILLIAMS, *Treasurer.**Richmond, 1st May, 1850.*

# REPORT

OF THE

PRESIDENT AND DIRECTORS

OF

THE RICHMOND AND PETERSBURG

RAILROAD COMPANY,

TO

THE BOARD OF PUBLIC WORKS,

OF

THE STATE OF THE COMPANY

FOR THE

YEAR ENDING SEPTEMBER 30, 1850.

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RICHMOND:

PRINTED BY RITCHIES & DUNNAVANT.

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1850.





# REPORT.

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The board of directors of the Richmond and Petersburg railroad company respectfully submit to the Board of public works their annual statements, shewing the condition of the affairs of the company on the 30th of September 1850.

It will be seen from these, that the income of the company for the past year was \$106,244 46, being an increase on that of the previous year of \$5,086 94, and that the expenses of repairs, transportation, &c. for the year were \$76,818 22, making an improvement in the business of the year, as compared with that of the previous year, of \$2,351 17.

The nett profits of the year, it will be seen, amounted to \$29,426 24. Of this sum \$7,952 05 were chargeable to capital stock and interest, and the remainder (with the exception of the increased cash funds on hand) was applied to a reduction of the company's indebtedness—the whole of which, it will be perceived, is \$132,030 84, and the available means towards meeting it are \$14,729 87.

The board of directors submit to the Board of public works, as a part of this report, their report to the stockholders at their annual meeting on the 28th May last, and the accompanying documents, and certain resolutions of the president and directors of the Petersburg railroad company, passed on the 19th of October, with the resolutions of the president and directors of this company in response thereto.

Signed on behalf of the board,

WIRT ROBINSON, *President.*

---

At a meeting of the president and directors of the Petersburg railroad company, held October 9th, 1850, the following preamble and resolutions were passed:

Whereas much complaint and objection have recently been urged by travellers against the railroad route between Washington and Weldon, alleging that in consequence of the distance which separates the depot of the Petersburg railroad from the depot of the Richmond and Petersburg railroad, they frequently experience great inconvenience and difficulty in passing with their baggage from one to the other, and that they often find very inadequate conveyance, and sometimes with ladies and children are compelled to encounter on foot the dust or mud, or all the severities of season and weather; that

these difficulties cause much detention and delay, which, together with the other inconveniences and embarrassments passengers are subject to, unless they be obviated, must inevitably divert much of the travel from this route, and thus seriously injure the companies; and whereas to enable this route to secure and increase the travel, it must offer the cheapest, most direct, most comfortable and most expeditious conveyance, which can only be effected by a junction of the railroads, so as to form a continuous line between Weldon and the Potomac river; and whereas to accomplish this, it will be requisite and necessary for the several companies to act in concert, and to bear a portion of the expenses incurred in meeting these important connections; and as this company has no authority to run its road across the Appomattox or through the city of Petersburg, without the assent of the corporation:

*Be it therefore resolved*, That the president make application to the common hall of Petersburg, for permission to construct a track for the transportation of passengers and baggage from the depot on Washington street, to some convenient point on the south side of the Appomattox river; and in the event of the same being granted, this board will recommend to the stockholders to make it, provided the Richmond and Petersburg railroad will run their road across the river to connect with it.

*Resolved*, That a copy of these proceedings be sent to the president and directors of the Richmond and Petersburg railroad company, with a request that they will unite with us in effecting this important object.

---

At a meeting of the president and directors of the Richmond and Petersburg railroad company, held 21st October 1850, the following resolutions were passed:

*Resolved*, That the board are deeply impressed with the importance of the proposed connection between this road and the Petersburg railroad, entertaining no doubt that it would greatly promote the comfort of travellers and the interest of the company and of the line, and that it be recommended to the stockholders to concur in making the same.

*Resolved*, That in view of the heavy liabilities of the company and of the expense necessarily to be incurred in making the connection aforesaid, the board regard it as highly expedient, if not indispensable, that the company shall be relieved from the dividend bonds due the state.

*Resolved*, That the Board of public works be requested to recommend to the general assembly to grant such relief, as a measure of policy in reference to the interest of the state as a stockholder, and as a community, and as an act of sheer justice to the private stockholders.

*Statement of the Affairs of the Richmond and Petersburg Railroad Company  
from the commencement of the work to the 1st of October 1850.*

Capital stock :

Subscribed by individuals,	3,000 shares,	-	300,000 00	
Do. by the state, old stock,	2,000 do.	-	200,000 00	
Do. do. new stock,	1,856 do.	-	185,600 00	
				685,600 00

Debts due by the company :

Bonds due in London in 1853, £12,300 sterling,	-	-	54,666 67	
Bonds due in Richmond,	-	-	28,500 00	
				83,166 67
Bonds due the state,	-	-	-	33,408 00
Debts due by notes,	-	-	15,437 25	
Do. by open account,	-	-	18 92	
				15,456 17
Profit since the commencement of transportation,	-	-	-	144,020 76
				<u>\$961,651 60</u>

Cost of road and property :

From Richmond to Petersburg,	-	-	892,706 58	
Of branch road to Port Walthall,	-	-	48,489 09	
				941,195 67

Debts due to the company :

By individuals on stock,	-	-	2,960 55	
Stock purchased,	-	-	2,765 51	
Open accounts,	-	-	6,558 14	
				12,284 20
Cash on hand,	-	-	-	8,171 73
				<u>\$961,651 60</u>

JNO. WILLIAMS, *Treasurer.*

*Statement of Receipts and Disbursements in the year ending 30th September 1850.*

RECEIPTS :

Cash on hand 30th September 1849,	-	-	-	2,881 45
Sales of certificate of debt of Richmond, Fredericksburg and Potomac rail- road company, gross amount,	-	-	-	1,002 00
Transportation received,	-	-	-	106,246 46

DISBURSEMENTS :

Cost of road and property increased,	-	-	5,510 45	
Transportation expenses,	-	-	76,818 22	
Interest paid,	-	-	2,441 60	
Notes and open account due by the company, decreased,	-	-	15,283 08	
Open accounts due to the company, increased,	-	-	1,994 23	
Cash on hand 30th September 1850,	-	-	8,171 73	
				<u>\$110,129 91</u>
				<u>110,129 91</u>

JNO. WILLIAMS, *Treasurer.*

*Richmond, 1st October 1850.*

*Detailed Statement of Receipts in the year ending 30th September 1850.*

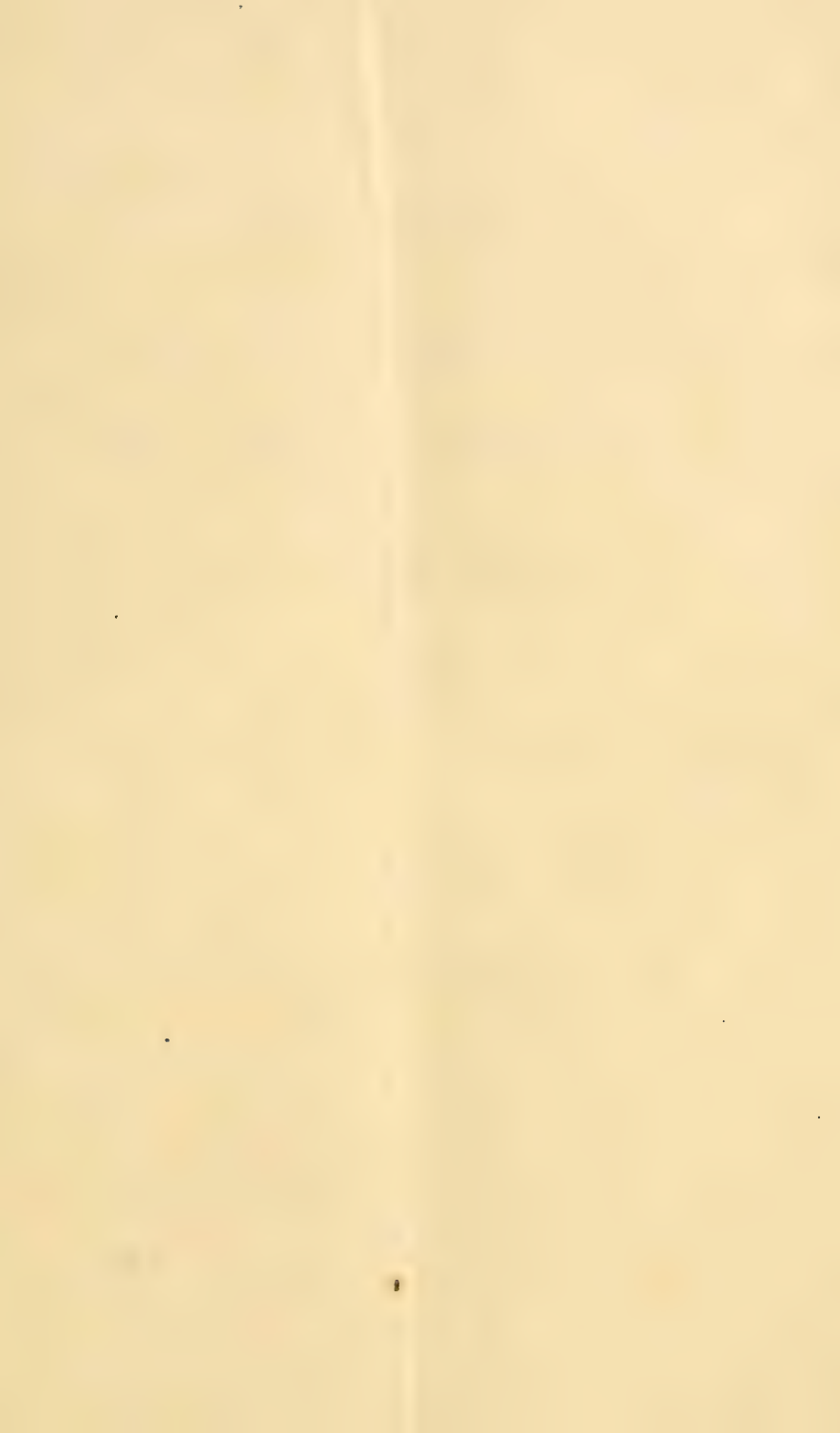
MONTHS.	Local Travel.	Through Travel.	Freight.	Branch Road Freight.	Freight of Clover Hill.	Clover Hill travel, and Miscellaneous Freight.	TOTAL.
1849—October, -	2386 25	1147 62	1371 73	279 00	2627 50	204 04	8016 14
November, -	2721 99	685 29	1120 07	147 68	1480 20	103 40	6258 63
December, -	2930 38	679 52	1239 04	177 57	1367 60	122 03	6516 44
1850—January, -	2508 44	755 77	1403 87	846 90	1252 90	110 83	6878 71
February, -	3178 74	1176 62	1257 68	188 75	1604 50	210 75	7617 04
March, -	2816 24	1854 17	1263 02	436 11	2142 40	265 57	8777 51
April, -	2165 63	1287 67	1618 36	398 62	1885 60	255 12	7611 00
May, -	2522 75	1100 88	2474 43	157 70	1795 00	324 39	8375 15
June, -	2176 05	1033 39	2836 84	148 02	1223 50	284 63	7702 43
July, -	2944 04	1540 08	2369 96	173 36	1350 60	236 28	8614 32
August, -	2761 00	2160 64	1708 02	1550 88	2270 00	195 13	10645 67
September, -	2876 33	2537 52	1539 44	197 33	2538 70	229 58	9918 90
	31987 84	15959 17	20202 46	4701 92	21538 50	2541 75	96,931 64
Transportation of mail, -							5,818 48
Travel and freight per Norfolk and Walthall steamer, -							3,334 31
Tolls from passengers over James river bridge, -							115 00
							106,199 43
Tolls on Manchester and Petersburg turnpike, -							47 03
							<u>\$106,246 46</u>

JNO. WILLIAMS, *Treasurer.*

*Richmond, 1st October 1850.*

*Statement of Freight Transportation on the Richmond and Petersburg Railroad, and the Branch Road to Port Walthall, in the year ending 30th Sept. 1850.*

Tobacco, -	-	11,120 hhds.
Cotton, -	-	1,816 bales.
Flour, -	-	55,988 bbls.
Coal, Clover Hill, -	1,076,925	
By the Chesterfield railroad, -	10,275	
		<u>1,087,200 bushels.</u>
Groceries, dry goods and miscellaneous freight, amounting to \$8,606 42		







PROCEEDINGS  
OF  
THE STOCKHOLDERS  
IN THE  
RICHMOND AND PETERSBURG  
RAIL ROAD COMPANY,  
AT  
THEIR GENERAL MEETINGS,  
AND  
REPORTS  
MADE BY THE PRESIDENT AND DIRECTORS  
TO THE  
STOCKHOLDERS.

SIXTEENTH MEETING, MAY 27, 1851.

RICHMOND:  
P. D. BERNARD, PRINTER, SOUTH TWELFTH STREET.  
1851.



SIXTEENTH  
MEETING OF THE STOCKHOLDERS,

HELD ON TUESDAY, MAY 27th, 1851.

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At a meeting of Stockholders of the Richmond and Petersburg Rail Road Company, at the office of the Company in Richmond, on Tuesday 27th May, 1851,

Judge John F. May was appointed Chairman of the meeting, and John Williams, Secretary.

There being present, in person and by proxy, private Stockholders entitled to 1,957 votes, and the proxy of the Board of Public Works, James Lyons, Esq. entitled to 505 votes, being in all 2,462, (the whole number that could be given being 2,698,) the meeting proceeded to business.

The following report was presented by the President and Directors, and read:

ANNUAL REPORT.

The Board of Directors of the Richmond and Petersburg Rail Road Company respectfully submit to the Stockholders their Annual Report of the condition of the affairs of the Company.

It will be seen from the accompanying statements, that the gross income of the Company for the year ending the 30th of April last, was \$117,409 61, being an increase on the income of the previous year of \$17,110 81, and that the expenses of the past year were \$76,026 09, making an improvement in the business of the Company, as compared with that of the previous year, of \$13,627 26.

Out of the income of the past year the Board have been enabled to reduce the liabilities of the Company the sum of \$27,200 55, leaving their whole indebtedness at this time \$112,574 67.

Under these circumstances, the Board of Directors might, it is believed, at an early day commence the payment of a moderate dividend to the Stockholders, if they could either convert into stock or fund the debts now due, or shortly to become due, by the Company.

With a view to the former object, the Board of Directors, in compliance with the instructions of the Stockholders at their last annual meeting, applied to the Legislature for the right to issue new shares of stock at a reduced value, without the necessity of reducing the whole capital stock of the Company, as required by the act of April, 1848. They at the same time applied to be relieved of the payment of the dividend bonds due the State, on condition of constructing a bridge across the Appomattox river at Petersburg, to connect with the Petersburg and Roanoke, and South Side Roads. They regret that their application failed, and in consequence, there is no prospect, notwithstanding the improved condition of the Company, of the early payment of a dividend to the Stockholders, unless it should be deemed advisable to reduce the capital stock of the Company, under the act of April, 1848, and be then found practicable to create new shares at a reduced rate, or it should be in the power of the Company to fund the debts now due, and to extend the period of those shortly maturing. The Board of Directors would recommend the effort being made to extend or renew the loans of the Company to a period not earlier than the 1st of July, 1859. Should it prove successful, they entertain a strong confidence that a dividend of three per cent. may be paid, both to the State and private Stockholders.

Signed on behalf of the Board.

WIRT ROBINSON, *President.*

*May 27th, 1851.*

Whereupon the said report and the documents therein referred to, were received approved and ordered to be recorded.

The following report of the Committee of Examination was read:

The undersigned, a committee appointed at the last annual meeting, in pursuance of a standing order of the Stockholders, respectfully report:

That on a careful and sufficient personal examination, they find the road, bridges, water stations, workshops, cars, engines and depots of this Company in excellent order—improved decidedly since last reported upon—and comparing favorably, as they believe, with the works and the condition of any road of like construction in this country. At Petersburg, the depot has been

repaired, a new shed thirty by eighty feet has been erected for the reception of tobacco, a new house for the hands built, and about four hundred feet of tressel work and track made for the accommodation of the increased coal trade there. In Richmond, the depot has been improved by the erection of a fire-proof safe for the preservation of the books and papers of the Company, and by the introduction of gas for light; and additional tools and new and improved machinery have been provided in the shops. The bridge over James river has been put in thorough repair, and materials have been purchased and are now on hand for re-painting it. The current books and accounts of the Company were examined sufficiently to satisfy your committee that they are faithfully, accurately and neatly kept. The system of checks and balances which prevails in the office, as well with regard to the *receipts* as to the expenditures, would seem to render it difficult for any error or defalcation to occur without immediate detection. Nevertheless, your committee do not doubt that it would be more satisfactory, both to the Officers in charge of this department, and to the Stockholders, that a critical examination and comparison of the books with the vouchers should be made by a competent accountant. Some inquiry for such a person was recently instituted by your committee, but the inquiry having been too long delayed to admit of the work being executed in a satisfactory manner prior to this meeting of the Stockholders, was postponed for another year—unless it should be your pleasure to order such an investigation now, under the direction of a new committee.

All of which is respectfully submitted.

THOMAS H. ELLIS,  
JAMES BOSHER,  
JACOB F. BARNES.

Whereupon the said report was received, approved and ordered to be recorded.

The following resolution, offered by Mr. Holden Rhodes, was unanimously adopted:

*Resolved*, For the purpose of extending, in whole or in part, the debts of the Company, or of renewing the same, that the President and Treasurer be and they are hereby authorized to issue certificates of debt, payable not earlier than the 1st day of July, 1859, the interest on the said certificates to be payable semi-annually, and the said certificates to be convertible into stock of the Company at par, at the option of the holder, and that the President and Directors be authorized to give such security on



the property of the Company, for the payment of the interest and principal of the said certificates, as they may deem advisable.

And whereas no action appears yet to have been had, under a resolution adopted at the meeting of Stockholders on the 20th of November, 1843, when an act, passed March 25th 1843, entitled "An Act converting into stock the State's loan to sundry Rail Road Companies, and for other purposes," was accepted, which resolution was in the following words, viz: "*Resolved*, That at the times of making to the Commonwealth the semi-annual dividends required by the said act, the Board of Directors be and they are hereby instructed to pass to the credit of the individual stockholders of the Company, any surplus of net profits, not exceeding one a half per cent. on the amount of the individual stock, the said surplus to be paid over to the individual Stockholders respectively, forthwith, if the Company's affairs permit; or if otherwise, to be paid with interest, whenever the situation of the Company may admit of its being done." Be it therefore

*Resolved*, That the President and Treasurer be authorized to issue certificates of debt as above authorized, to any Stockholder or his assigns, who may be willing to receive the same, in lieu of the amount to which he or they would be entitled under the above resolution.

The meeting then proceeded to the election of officers, whereupon Mr. Wirt Robinson was unanimously elected President of the Company.

Messrs. Richard Barton Haxall and Holden Rhodes were unanimously elected Directors on behalf of the Stockholders.

Messrs. Francis E. Rives, James H. Cox and Roscoe B. Heath were announced to have been appointed Directors on behalf of the State by the Board of Public Works.

Messrs. James Bosher and Jacob F. Barns, Dr. Charles S. Mills, and Messrs. Samuel Mordecai and Frederick Anderson were appointed the Committee of Examination.

*Resolved*, That the President and Directors take such measures in regard to publishing their report, and the proceedings of this meeting, as shall seem to them expedient.

On motion, the meeting then adjourned.

J. F. MAY, *Chairman*.

JOHN WILLIAMS, *Secretary*.



**STATEMENT of the affairs of the *Richmond and Petersburg Rail Road***

COST OF ROAD AND PROPERTY.			
From Richmond to Petersburg, including interest,	-	-	\$894,801 71
Of Branch Road to Port Walthall, including purchase of land, wharves, coal tracks, cars and steamer Chesapeake,	-	48,489 09	
		<hr/>	\$943,290 80
<i>Debts due to the Company:</i>			
This Company's stock taken for debt,	-	5,376 06	
Open accounts,	-	8,422 24	
		<hr/>	13,798 30
Cash on hand,	-	-	4,870 45
			<hr/>
			<hr/>
			\$961,959 55
			<hr/>
			<hr/>

*Company, from the commencement of the work to the 1st of May, 1851.*

CAPITAL STOCK.			
Subscribed by individuals, 3,000 shares,	-	\$300,000	
Do. by the State, old stock, 2,000 shares,		200,000	
new do. 1856 "		185,600	
		<u>          </u>	\$685,600 00
<i>Debts due by the Company:</i>			
Bonds due in London in 1853, £12,300 st'g. at			
par,	-	54,666 67	
Bonds due in Richmond, -	-	24,500 00	
		<u>          </u>	79,166 67
Dividend bonds to the State,	-	-	33,408 00
Debt due by open account,	-	-	18 92
Profit since the commencement of transportation,	-	-	163,765 96
			<u>          </u>
			<u>\$961,959 55</u>

JOHN WILLIAMS, *Treasurer.*

*Richmond, 1st May, 1851.*

STATEMENT of Income from Transportation from 1st May, 1850, to 1st May, 1851.

MONTHS.	Local Travel.	Thro' Travel.	Freight.	Branch Road Freight.	Freight of Clover Hill Coal.	Cl. Hill Travel and Miscellaneous Freight	TOTAL.
1850--May, - - -	\$2,522 75	\$1,100 88	\$2,474 43	\$157 70	\$1,795 00	\$324 39	\$8,375 15
June, - - -	2,176 05	1,033 39	2,836 84	148 02	1,223 50	281 63	7,702 43
July, - - -	2,944 04	1,540 08	2,369 96	173 36	1,350 60	236 28	8,614 32
August, - - -	2,761 00	2,160 64	1,708 02	1,550 88	2,270 00	195 13	10,645 67
September, - - -	2,876 33	2,537 52	1,539 44	197 33	2,538 70	229 58	9,918 90
October, - - -	2,985 74	1,474 03	817 89	979 74	3,153 70	328 69	9,739 79
November, - - -	2,840 66	928 89	907 84	675 37	3,326 80	344 78	9,024 34
December, - - -	3,714 49	801 08	834 52	6 48	2,254 30	149 95	7,790 82
1851--January, - - -	3,335 37	957 71	1,157 78	785 18	1,955 70	159 44	8,351 18
February, - - -	3,104 49	1,464 67	1,189 81	666 54	2,408 60	169 52	9,003 63
March, - - -	3,074 20	1,913 71	1,353 09	2,365 85	1,800 97	158 97	10,666 79
April, - - -	2,739 12	949 18	1,650 38	847 87	1,720 60	157 26	8,064 41
	\$35,074 24	\$16,861 78	\$18,870 00	\$8,554 32	\$25,798 47	\$2,738 62	\$107,897 43
Transportation of Mail, Travel and Freight per Norfolk and Walthall Steamers, Tolls on James River Bridge,	-	-	-	-	-	-	5,816 48
	-	-	-	-	-	-	3,584 26
	-	-	-	-	-	-	111 50
	-	-	-	-	-	-	\$117,409 67

JOHN WILLIAMS, Treasurer.

Richmond, 1st May, 1851.

## STATEMENT OF TRANSPORTATION EXPENSES

*From 1st May, 1850, to 1st May, 1851.*


---

Repairs of Rail Road, - - - - -	\$14,685 64
Repairs of Engines and Cars, - - - - -	20,971 04
Train Expenses, including Clover Hill Expenses, -	14,899 95
Depot Expenses, including Watching of James River Bridge, -	7,778 10
Repairs of Bridges, - - - - -	2,180 66
Transportation of Passengers, Mail and Baggage, -	1,518 52
Officers' Salaries, - - - - -	4,425 00
Postages, Newspapers, Advertising and Printing, -	496 70
Train Losses and Damages, including Coal, - -	558 16
Contingent Expenses and Insurance against Fire, -	873 76
Branch Road Expenses, - - - - -	2,591 83
Repairs of Depots, - - - - -	3,679 55
Office Expenses, - - - - -	158 96
Expenses of Steamer Chesapeake, - - - - -	1,043 98
Repairs of Turnpike, - - - - -	164 24
	<hr/>
	\$76,026 09
	<hr/>

JOHN WILLIAMS, *Treasurer.**Richmond, 1st May, 1851.*



## STATEMENT OF RECEIPTS AND DISBURSEMENTS,

*Within the year ending 30th April, 1851.*

## RECEIPTS.

---

Cash on hand 30th April, 1850,	-	-	-	-	\$2,294 01
Certificate of debt—Received this sum,	-	-	-	-	500 00
Transportation, Do,	-	-	-	-	117,409 67

## DISBURSEMENTS.

Cost of Road and Property—Increased this sum,	\$3,943 65	
Liabilities of the Company—Decreased this sum,	27,200 55	
Transportation—Expenses of Transportation,	76,026 09	
Interest—Paid the State and on Loans,	4,233 36	
Cash—On hand 30th April, 1851,	4,870 45	
Debts due to the Company—Increased this sum,	3,929 58	
	<u>\$120,203 68</u>	<u>\$120,203 68</u>

*Richmond, 1st May, 1851.*JOHN WILLIAMS, *Treasurer.*

PROCEEDINGS  
OF  
THE STOCKHOLDERS  
IN THE  
RICHMOND AND PETERSBURG  
RAIL ROAD COMPANY,  
AT  
THEIR GENERAL MEETINGS,  
AND  
REPORTS  
MADE BY THE PRESIDENT AND DIRECTORS,  
TO THE  
STOCKHOLDERS.  
SEVENTEENTH MEETING, JUNE 1, 1852.

RICHMOND:  
P. D. BERNARD, PRINTER, SOUTH TWELFTH STREET.  
1852.



SEVENTEENTH

MEETING OF THE STOCKHOLDERS,

HELD ON TUESDAY, JUNE 1st, 1852.

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At a meeting of Stockholders of the Richmond and Petersburg Rail Road Company, at the office of the Company in Richmond, on Tuesday, 1st June, 1852,

Mr. William F. Watson was appointed Chairman of the meeting, and John Williams, Secretary.

There being present, in person and by proxy, private Stockholders entitled to 1,975 votes, and the proxy of the Board of Public Works, Mr. William F. Watson, entitled to 505 votes, being in all 2,480, (the whole number that could be given being 2,831,) the meeting proceeded to business.

The following report was presented by the President and Directors, and read :

ANNUAL REPORT.

The Board of Directors of the Richmond and Petersburg Rail Road Company respectfully submit to the Stockholders their Annual Report and Statements, showing the condition of the affairs of the Company on the 30th of April, 1852.

The whole income of the Company during the past year, it will be perceived, was \$110,060 94, and the whole expenditures of the Company were \$80,740 02, leaving a balance of \$29,320 92. Out of this balance, after meeting all payments of interest, the Board were enabled to effect a reduction in the previous indebtedness of the Company of \$12,500, leaving their whole indebtedness at this time, including the certificates of debt for dividends authorized to be issued at the last meeting of Stockholders, \$167,689 67.

Under the instructions of the Stockholders at their annual meeting on the 28th of May, 1850, the Board of Directors renewed their application to the Legislature at its present session, for the right to issue new shares of stock at a reduced value, without reducing

the whole capital stock of the Company, as required by the Act of April, 1848. A bill to this effect has passed the House of Delegates and is now before the Senate. The Board of Directors trust that it may become a law in such form as may be acceptable to the Stockholders, and that they may be enabled under it, either to convert the debts due by the Company into stock, or into a loan payable at a remote day, convertible into stock.

Signed on behalf of the Board,

WIRT ROBINSON, *Pres't.*

1st June, 1852.

#### SUPPLEMENTARY REPORT.

At a meeting of the Board of Directors, held this day, it appearing to the Board that the reduction on the rate of transportation of Clover Hill coal to Port Walthall had resulted injuriously to the interests of the Company, it was resolved that the rate should be restored from one and a half to two cents per bushel from and after the 1st of July next.

WIRT ROBINSON, *Pres't.*

1st June, 1852.

The report, and the statements therein referred to, were then adopted.

The following report of the Committee of Examination was read:

The undersigned, a Committee appointed at the last annual meeting, in pursuance of a standing order of the Stockholders, respectfully report:

That on a careful and personal examination they find the road (with the exception of some parts of it that require drainage and which could not be done owing to the recent wet weather during the spring) in good order. The bridges, water stations, workshops, cars, engines and depots of the Company are all in excellent order, and reflect credit on the Superintendent.

The books and accounts of the Company have been examined by two of your committee, and are found faithfully, neatly and correctly kept.

All of which is respectfully submitted.

JAMES BOSHER,  
CHARLES S. MILLS,  
FRED. ANDERSON,  
JACOB F. BARNES.

Richmond, 29th May, 1852.

Whereupon, the said report was approved.

On motion of Mr. Henry C. Cabell,

*Resolved*, That the Board of Directors be requested to cause the road to be re-laid with heavy iron, so soon as the financial condition of the Company will admit of it.

On motion of Mr. Holden Rhodes,

*Resolved, unanimously*, That the Board of Directors be, and they are hereby authorized to renew the debt due in England for such a term of years as they may deem expedient, and find practicable.

The meeting then proceeded to the election of officers.

Whereupon, Mr. Wirt Robinson was elected President of the Company.

Mr. Richard Barton Haxall and Mr. Holden Rhodes were elected Directors on behalf of the Stockholders.

Mr. Francis E. Rives, Mr. James H. Cox and Mr. Roscoe B. Heath were announced to be continued as Directors on behalf of the State by virtue of their former commissions from the Board of Public Works.

Mr. James Bosher, Mr. Henry C. Cabell, Dr. Charles S. Mills, Mr. Frederick Anderson and Mr. Sam'l Mordecai were appointed the Committee of Examination, with power to appoint a competent clerk if they deem it advisable.

*Resolved*, That the President and Directors take such measures in regard to publishing their report and the proceedings of this meeting, as shall seem to them expedient.

On motion, the meeting then adjourned.

WM. F. WATSON, *Chairman*.

JOHN WILLIAMS, *Secretary*.



# STATEMENT of the affairs of the Richmond and Petersburg Rail Road

## COST OF ROAD AND PROPERTY.

From Richmond to Petersburg, including interest, - - - - -	\$898,493 66	
Of Branch Road to Port Walthall, including purchase of land, wharves, coal tracks, cars and steamer Chesapeake, - - - - -	48,489 09	946,982 75
<i>Debts due to the Company:</i>		
This Company's stock taken for debt, - - - - -	5,376 06	
Open accounts, - - - - -	9,292 09	14,668 15
Cash on hand, - - - - -	- - - - -	12,194 87

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\$973,845.77

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*Company, from the commencement of the work to the 1st of May, 1852.*

CAPITAL STOCK.			
Subscribed by individuals, 3,000 shares,	-	\$300,000	
Do. by the State, old stock, 2,000 shares,		200,000	
new do. 1,856 "		185,600	
			\$685,600 00
<i>Debts due by the Company:</i>			
Bonds due in London in 1853, £12,300 st'g. at			
par, - - -	54,666 67		
Bonds due in Richmond, - - -	12,000 00		
		66,666 67	
Dividend bonds to the State, - -	- - -		33,408 00
Certificates of debt to Stockholders for dividends, - - -	62,751 69		
Amount to credit of individual Stockholders,	4,556 61		
		*67,308 30	
Unclaimed interest on certificates of debt,	- -		306 70
Profit and loss, - - -	- -		120,556 10
			\$973,845 77

JOHN WILLIAMS, *Treasurer.*

*Richmond, 1st May, 1852.*

\* This increase in the indebtedness of the Company was made by transferring the amount from the credit of profit and loss account to the credit of the individual stockholders.

**STATEMENT of Income from Transportation from 1st May, 1851, to 1st May, 1852.**

MONTHS.	Local Travel.	Thro' Travel.	Freight.	Branch Road Freight.	Freight of Clover Hill Coal.	Cl. Hill Travel and Miscellaneous Freight.	TOTAL.
1851—May, - - -	\$2,699 54	\$1,028 69	\$1,644 53	\$177 34	\$1,666 82	\$306 80	\$7,523 72
June, - - -	3,018 94	874 18	2,016 65	277 45	1,274 27	243 84	7,705 33
July, - - -	3,523 37	1,047 89	1,984 96	5 87	1,732 02	139 39	8,433 50
August, - - -	3,147 05	1,776 97	1,789 57	915 99	1,903 42	71 82	9,604 82
September, - - -	3,222 37	2,118 04	1,717 55	1,505 74	2,139 25	180 11	10,883 06
October, - - -	3,104 37	1,101 82	1,220 36	355 30	2,327 34	224 16	8,333 35
November, - - -	2,749 49	658 12	1,051 58	422 83	2,216 30	140 49	7,238 81
December, - - -	3,217 12	658 67	893 95	466 79	1,923 80	118 98	7,279 31
1852—January, - - -	3,038 38	463 12	1,109 55	301 42	1,665 82	121 76	6,700 05
February, - - -	2,614 82	1,122 31	1,044 46	399 20	2,497 07	128 07	7,805 93
March, - - -	3,022 49	1,850 16	1,483 52	543 72	2,472 12	128 91	9,500 92
April, - - -	3,070 12	880 07	1,606 75	1,694 56	2,065 00	163 68	9,480 18
	\$36,428 06	\$13,580 04	\$17,563 43	\$7,066 21	\$23,883 23	\$1,968 01	\$100,488 98
Transportation of Mail,	-	-	-	-	-	-	6,072 74
Travel and freight per Norfolk and Port Walthall steamers,	-	-	-	-	-	-	3,441 60
Tolls on James River Bridge,	-	-	-	-	-	-	57 62
							\$110,060 94

JOHN WILLIAMS, Treasurer.

Richmond, 1st May, 1852.

## STATEMENT OF TRANSPORTATION EXPENSES

*From 1st May, 1851, to 1st May, 1852.*


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Repairs of Rail Road,	-	-	-	-	-	\$14,906 77
Repairs of Engines and Cars,	-	-	-	-	-	21,747 07
Train Expenses, including Clover Hill Expenses,	-	-	-	-	-	* 17,105 51
Depot Expenses, including watching of James River Bridge,	-	-	-	-	-	8,826 41
Repairs of Bridges,	-	-	-	-	-	2,922 57
Transportation of Passengers, Mail and Baggage,	-	-	-	-	-	1,286 92
Officer's Salaries,	-	-	-	-	-	4,261 66
Postages, Newspapers, Advertising and Printing,	-	-	-	-	-	488 36
Train Losses and Damages, including Coal,	-	-	-	-	-	416 65
Contingent Expenses and Insurance against Fire,	-	-	-	-	-	665 62
Branch Road Expenses,	-	-	-	-	-	4,124 21
Repairs of Depots,	-	-	-	-	-	1,518 10
Office Expenses,	-	-	-	-	-	172 17
Expenses of Steamer Chesapeake,	-	-	-	-	-	928 83
Repairs of Turnpike,	-	-	-	-	-	1,369 17
						<hr/>
						\$80,740 02
						<hr/>

JOHN WILLIAMS, *Treasurer.**Richmond, 1st May, 1852.*

\* This amount includes an increase in the stock of wood of 2,000 cords over the stock on hand at this time last year.

## STATEMENT OF RECEIPTS AND DISBURSEMENTS,

*Within the year ending 30th April, 1852.*

## RECEIPTS.

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Cash on hand 30th April, 1851,	-	-	-	-	\$4,870 45
Amount of Certificates of Debt issued and of credit to in-					
dividual Stockholders,	-	-	-	-	67,308 30
Transportation—Received this sum,	-	-	-	-	110,060 94

## DISBURSEMENTS.

Cost of Road and Property—Increased this sum,	\$3,691 95	
Debts due by the Company—Decreased this sum,	12,212 22	
Debts due to the Company—Increased this sum,	869 85	
Transportation—Expenses of Transportation,	80,740 02	
Interest—Paid this sum,	5,222 48	
Transfer from Profit and Loss Account to credit		
of individual Stockholders,	67,308 30	
Cash—On hand 30th April, 1852,	12,194 87	
	<u>\$182,239 69</u>	<u>\$182,239 69</u>

JOHN WILLIAMS, *Treasurer.**Richmond, 1st May, 1852.*







PROCEEDINGS  
OF  
THE STOCKHOLDERS  
IN THE  
RICHMOND AND PETERSBURG  
RAIL ROAD COMPANY,  
AT  
THEIR GENERAL MEETINGS,  
AND  
REPORTS  
MADE BY THE PRESIDENT AND DIRECTORS,  
TO THE  
STOCKHOLDERS,  
EIGHTEENTH MEETING, MAY 31, 1853.

RICHMOND:  
P. D. BERNARD, PRINTER, SOUTH TWELFTH STREET.  
1853.



**EIGHTEENTH**  
**ANNUAL MEETING OF THE STOCKHOLDERS,**

**HELD ON TUESDAY, MAY 31st, 1853.**

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At a meeting of Stockholders of the Richmond and Petersburg Rail Road Company, at the office of the Company in Richmond, on Tuesday, 31st May, 1853,

General Jaquelin B. Harvie was appointed Chairman of the meeting, and John Williams, Secretary.

On motion of Mr. R. B. Heath, a committee was appointed to examine proxies, and the Chairman appointed Messrs. R. B. Heath, Joseph M. Myers and Anderson P. Miller.

The Committee reported that they had examined the proxies, and found them to correspond with the list thereof; which report was, on motion of Mr. G. A. Myers, approved.

There being present, in person and by proxy, private Stockholders entitled to 1367 votes, and the proxy of the Board of Public Works, Mr. William F. Watson, entitled to 971 votes, being in all 2338, (the whole number that could be given being 2525,) the meeting proceeded to business.

The following report was presented by the President and Directors, and read:

**ANNUAL REPORT.**

The Board of Directors of the Richmond and Petersburg Rail Road Company respectfully submit the accompanying statements, showing the condition of the affairs of the Company on the 30th of April, 1853.

It will be seen from them, that the whole income of the Company for the past year was \$126,017 33, being an increase on

that of the preceding year of \$15,956 39, and that the amount of transportation expenses for the year was \$84,999 72, being an increase of \$4259 70 on those of the previous year. The surplus income of the year, after meeting the payments of interest, it has been deemed judicious by the President (in view of the double mail schedule and of the increasing business of the road) to expend, in adding to the stock of locomotive power, cars and carriages, and in extending and improving the wharves and trussel work for the coal trade at Port Walthall. These expenditures are introduced among the disbursements of the year under the head of "extraordinary expenses," and are exhibited in detail in the statement so marked.

The bill referred to in the last annual report to the Stockholders as having passed the House of Delegates, has since become a law, and is herewith submitted for the consideration of the Stockholders.

Signed on behalf of the Board,

WIRT ROBINSON, *President.*

On motion of Mr. Moncure Robinson, the said report was received.

A letter from Mr. Wirt Robinson to the Stockholders, declining a reelection to the office of President, was read, and on motion of Mr. G. A. Myers, was laid on the table.

The following act of the General Assembly of Virginia was read:

## AN ACT

*In relation to the Richmond and Petersburg Rail Road, passed March 24th, 1853.*

Whereas, it is an object that the debts of the Richmond and Petersburg Rail Road Company should be converted into stock, and the Company thereby be placed in a condition to pay dividends, and the large interest of the Commonwealth in said Company be thus made productive; therefore

*Be it enacted by the General Assembly,* That the President and Directors of the Richmond and Petersburg Rail Road Company be and they are hereby authorized, to sell in such mode as they may deem advisable, and for such prices as they may deem it for the interest of the Company to accept, as many additional shares of capital stock, as may be requisite to meet the liabilities of the Company; provided that such additional shares shall not be sold for less than fifty dollars per share; provided, also, that the Board of Public Works shall have the option of purchasing

within thirty days after the acceptance of this Act by the Company, and after said acceptance shall have been duly certified to said Board to the extent of the indebtedness of the Company to the State, the stock authorized by this Act, if the said Board shall deem such purchase desirable on the part of the State.

This Act shall be in force from and after its acceptance by a majority of stockholders in general meeting.

STATE OF VIRGINIA,

*City of Richmond, to wit:*

I, St. G. Tucker, Clerk of the House of Delegates and Keeper of the Rolls of the Commonwealth of Virginia, do hereby certify that the foregoing is a true copy of an Act passed by the General Assembly on the twenty-fourth day of March, eighteen hundred and fifty-three. Given under my hand May 28th, 1853,

ST. G. TUCKER, C. H. D. and  
*Keeper of the Rolls of Virginia.*

Mr. G. A. Myers offered three resolutions, which were read.

Mr. R. B. Heath moved to amend the second resolution of Mr. Myers by substituting the sum of \$105,000 for the sum of \$175,000, which motion was rejected.

The first resolution offered by Mr. Myers was then adopted—ayes 1912, noes 408.

Mr. Heath offered an addition to the second resolution of Mr. Myers, which addition was adopted.

The second resolution offered by Mr. Myers, with the addition of Mr. Heath, was then adopted—ayes 1864, noes 445.

The third resolution offered by Mr. Myers was then adopted—ayes 1873, noes 436.

The following is a copy of the three resolutions offered by Mr. Myers, which were adopted, with the addition to the second resolution offered by Mr. Heath:

I. *Resolved*, That the Act of the General Assembly of Virginia, entitled An Act in relation to the Richmond and Petersburg Rail Road, passed March 24th, 1853, be, and the same is hereby accepted by this Company; and that the President and Treasurer certify to the Board of Public Works this acceptance of the same at this date.

And, whereas, in view of the present market price of the stock of this Company, it is not probable that a sale of its stock could be negotiated at fifty dollars per share; whilst it is believed, that a loan, payable at a remote date convertible into the stock of the Company, would probably be gradually converted into stock, and



the Company be enabled at an early period to improve its road, and to pay dividends :

II. Be it therefore *Resolved*, That the President and Treasurer, (the Board of Directors concurring in the expediency of this resolution,) be, and they are hereby authorized and instructed to issue, and the President to dispose of, coupon bonds of the Company, bearing six per cent. interest, in amounts of \$500 each, payable at the office of the Company on the 1st day of July, 1875, to such extent, not exceeding in the aggregate \$175,000, as may be requisite, to defer the period of the payment of the liabilities of the Company, or of any portion thereof to the date above specified; the interest on the said bonds to be payable semi-annually at the said office on the 1st days of January and July of each year; and each of the said bonds to be made upon their face, convertible into ten shares of the capital stock of the Company at the pleasure of the holder; provided that for the term of thirty days the President allow to any stockholders of this Company, who may desire to do so, the privilege, in preference to others, of purchasing said bonds in the ratio of their interest in the stock of this Company, provided such ratio shall entitle them to purchase one or more bonds, and that he be authorized to receive payment of the same of any stockholder in instalments extended over a period not exceeding six months.

III. *Resolved*, That to secure the punctual payment of the interest and principal of the said bonds, the President be and he is hereby authorized and instructed to execute and deliver to such person as he may see fit, a deed of trust or mortgage, in the most secure and binding form, on all the works and property, rights, privileges and franchises of the Company, acquired and to be acquired, conditioned for the punctual payment of the interest and principal of the said bonds; and especially, providing that if the interest due on any of the said bonds shall be and remain unpaid for the period of sixty days, after the same shall be due and demanded, the principal sum of all the said bonds outstanding shall forthwith be due and payable, and it shall be the duty of the trustee named in the deed, or any successor named in or appointed under the same, on the demand of the holder of any such bond or bonds, to sell at public auction, in the city of Richmond, (giving at least forty days notice of the time, place and terms of sale by publication in one or more newspapers published in each of the cities of Richmond, Philadelphia and New York) the works and property, rights, privileges and franchises conveyed in the said deed; and out of the proceeds of said sale to pay the principal and interest due on all the said bonds, which may be then outstanding; although the said interest, should, after the said period of sixty

days shall have elapsed, be tendered. And the President and Treasurer are hereby authorized and instructed to deliver to the trustee named in the deed, or to any successor named in or appointed under the same, all contracts, papers and agreements or other instruments of writing necessary for the purpose of carrying into full effect, now, or at any time hereafter, the provisions of the said deed of trust or mortgage.

The following report of the Examining Committee was read and approved:

*Richmond, 31st May, 1853.*

The undersigned, one of the Committee appointed at the last annual meeting in pursuance of a standing order of the Stockholders, respectfully reports, that on Saturday, 28th May, he made a careful examination of the depot and work shops in Richmond and Pocahontas, as well as of the whole road, water stations, bridges, &c. from Richmond to Petersburg, and the branch road to Port Walshall, all of which he found in good order; the road he thinks is in better order than he has seen it for many years.

The other members of the Committee were unable to attend, but I understand they have examined the books and accounts, and I presume will report thereon.

Respectfully submitted,

JAMES BOSHER.

As one of two of the Committee who examined the books and accounts of the Company, I take pleasure in reporting that, as far as I could conveniently to myself make the examination, they have been accurately kept and much care and neatness have been bestowed on them.

Very respectfully,

FRED. ANDERSON.

*31st May, 1853.*

Mr. R. B. Heath offered a resolution for the adoption of certain by-laws; whereupon, on motion of Mr. Holden Rhodes,

*Resolved*, That a committee of three be appointed by the Chairman, to consider the resolution offered by Mr. Heath, and the subject of by-laws generally; to make report to the Board of Directors by the 15th of June; that the Board shall cause the report to be printed and transmitted to the Stockholders before the next meeting; and that the Stockholders shall meet to consider the subject of by-laws on the 25th of July next at 12 o'clock.

The Chairman appointed Messrs. Holden Rhodes, Roscoe B. Heath and Gustavus A. Myers the said committee.

On motion, the meeting then proceeded to the election of officers.

On motion of Mr. Rhodes, Mr. Peter V. Daniel, Jr. was unanimously elected President of the Company.

On motion of Mr. Moncure Robinson, Messrs. Holden Rhodes and Richard Barton Haxall were elected Directors on behalf of the Stockholders.

Messrs. Francis E. Rives, Roscoe B. Heath and James H. Cox were announced to have been appointed Directors on behalf of the State.

Messrs. James Bosher, Wirt Robinson, Frederick Anderson, Henry C. Cabell and Dr. Charles S. Mills were appointed the Committee of Examination, with power to appoint a competent clerk, if they deem it advisable.

On motion,

*Resolved*, That the President and Directors take such measures in regard to publishing their report and the proceedings of this meeting as shall seem to them expedient.

The meeting then adjourned to the 25th of July, 1853, at 12 o'clock.

J. B. HARVIE, *Chairman*.

JOHN WILLIAMS, *Secretary*.



**STATEMENT of the affairs of the Richmond and Petersburg Rail Road**

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**COST OF ROAD AND PROPERTY.**

From Richmond to Petersburg, including interest, - - - - -	\$902,173 02	
Of branch road to Port Walthall, including purchase of land, wharves, coal tracks and cars, - - - - -	45,539 09	
		\$947,712 11
<i>Debts due to the Company.</i>		
This Company's stock taken for debt, -	5,376 06	
Open accounts, - - - - -	13,857 57	
		19,233 63
Cash on hand, - - - - -	- - -	6,941 64

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\$973,887 38

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*Company, from the commencement of the work to the 1st of May, 1853.*

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CAPITAL STOCK.

Subscribed by individuals, 3000 shares, -	\$300,000	
Subscribed by the State, old stock, 2000 shares,	200,000	
new do. 1856 "	185,600	
	<hr/>	\$685,600 00
<i>Debts due by the Company.</i>		
Bonds due in London, £12,300 st'g. at par,	54,666 67	
Bonds due in Richmond, - - -	12,000 00	
	<hr/>	66,666 67
Dividend bonds to the State, - - -	-	33,408 00
Certificates of debt to Stockholders for dividends, - - -	65,319 12	
Amount to credit of individual Stockholders,	1,989 18	
	<hr/>	67,308 30
Unclaimed interest on certificates of debt,	505 15	
Interest on bonds due in London, -	1,839 68	
	<hr/>	2,344 83
Profit and loss, - - - - -	-	118,559 58
		<hr/>
		\$973,887 38

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JOHN WILLIAMS, *Treasurer.*

*Richmond, 1st May, 1853.*



**STATEMENT of Income from Transportation from 1st May, 1852, to 1st May, 1853.**

MONTHS.	Local Travel.	Thro' Travel.	Freight.	Branch Road Freight.	Freight of Clover Hill Coal.	Clover Hill Travel and Freight.	TOTAL.
1852—May,	\$3,509 87	\$959 88	\$2,416 93	\$395 97	\$2,099 32	\$160 40	\$9,542 37
June,	3,101 49	859 19	2,974 31	1,030 68	1,804 95	105 57	9,876 19
July,	3,124 74	1,144 50	2,958 39	3 50	2,278 90	157 82	9,667 85
August,	2,945 61	2,068 10	2,194 84	1,146 90	2,207 02	140 70	10,703 17
September,	2,976 87	2,296 13	2,693 98	1,877 21	2,034 30	235 96	12,114 45
October,	3,190 37	1,419 15	1,581 59	446 83	2,264 17	178 77	9,080 88
November,	2,313 99	1,445 32	1,270 07	805 30	2,511 07	162 15	8,507 90
December,	3,136 87	1,182 52	1,100 39	259 60	2,318 90	146 27	8,144 55
1853—January,	2,857 36	1,386 01	1,337 21	208 47	1,775 50	139 10	7,703 65
February,	2,513 87	2,021 40	1,927 46	463 17	2,669 00	120 21	9,015 11
March,	3,369 68	2,567 14	1,901 30	238 50	2,800 80	184 07	11,061 49
April,	2,615 25	1,337 79	1,586 66	1,086 30	3,274 10	169 29	10,069 39
	\$35,655 97	\$18,687 13	\$23,243 13	\$7,962 43	\$28,038 03	\$1,900 31	\$115,487 00
Transportation of Mail,	-	-	-	-	-	-	7,345 55
Travel and freight per Norfolk and Port Walthall steamer,	-	-	-	-	-	-	3,156 66
Tolls on James River Bridge,	-	-	-	-	-	-	28 12
							\$126,017 33

JOHN WILLIAMS, *Treasurer.*

*Richmond, 1st May, 1853.*

## STATEMENT OF TRANSPORTATION EXPENSES

*From 1st May, 1852, to 1st May, 1853.*


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Repairs of Rail Road, - - - - -	\$22,627 31
Repairs of Engines and Cars, - - - - -	17,840 45
Train expenses, including Clover Hill expenses, -	19,178 17
Depot expenses, including watching of James River Bridge, -	11,083 50
Repairs of Bridges, - - - - -	317 51
Transportation of Passengers, Mail, and Baggage, -	1,584 68
Officers' Salaries, - - - - -	4,375 00
Postages, Newspapers, Advertising and Printing, -	494 23
Train Losses and Damages, including Coal, -	1,688 58
Contingent expenses and Insurance against Fire, -	1,438 05
Branch Road expenses, - - - - -	2,335 32
Repairs of Depots, - - - - -	1,885 92
Office expenses, - - - - -	147 61
Repairs of Turnpike, - - - - -	3 39
	<hr/>
	\$84,999 72

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JOHN WILLIAMS, *Treasurer.**Richmond, 1st May, 1853.*

## STATEMENT OF EXTRAORDINARY EXPENSES,

*From 1st May, 1852, to 1st May, 1853.*


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Two new Locomotive Engines and Tenders, -	-	\$14,470 53
On account of one Engine and Tender unfinished, -	-	2,415 29
Two new Passenger Cars, -	-	4,306 78
Ten 8 wheeled Platform Cars, at \$500 each, -	-	5,000 00
Two 8 wheeled Box Cars, at \$625 each, -	-	1,250 00
One new 8 wheeled Tender, -	-	912 00
Twenty new Coal Cars, at \$280 each, -	-	5,600 00
Three new Baggage Crates, at \$75 each, -	-	225 00
		<hr/>
		\$34,179 60
New wharves and trussel work for accommodation of coal		
trade at Walthall, -	-	2,071 54
		<hr/>
		\$36,251 14

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## STATEMENT

*Of Receipts and Disbursements within the year ending the 30th April, 1853.*

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 RECEIPTS.

Cash on hand 30th April, 1852, - - - -	\$12,194 87
Cost of branch road and property—Decreased this sum, -	2,950 00
Debts due by the Company—Increased this sum, -	2,038 13
Transportation—Received this sum, - - - -	126,017 33

## DISBURSEMENTS.

Cost of road and property—Increased this sum, \$3,679 36	
Debts due to the Company—Increased this sum, 4,565 48	
Transportation—Expenses of transportation—	
Ordinary, - - - -	84,999 72
Extraordinary, - - - -	36,251 14
Interest—Paid this sum, - - - -	6,762 99
Cash—On hand 30th April, 1853, - - - -	6,941 64
	<hr/>
	\$143,200 33
	<hr/>
	\$143,200 33
	<hr/>

JOHN WILLIAMS, *Treasurer.*

*Richmond, 1st May, 1853.*

## SUPERINTENDENT'S REPORT.

OFFICE RICHMOND & PETERSBURG RAIL ROAD, }  
April 30th, 1853. }

TO WIRT ROBINSON, ESQ. *President:*

Sir,—I herewith submit statements, showing the operations of this road for the year just terminated. It will be seen that there has been an encouraging increase in its business over the previous years.

The trains have been run with great regularity and punctuality during the year, and (when the number of trains passing over the road, and the large amount of tonnage transported are taken into consideration,) with a remarkable exemption from casualties, and which speaks well for the faithfulness and diligence of all the employees of the Company.

There has been a small increase in the working expenses over the preceding year amounting, however, to only about 25 per cent. of the increased receipts. This is to be accounted for partly by the increased amount of transportation and partially to the necessity imposed on the Company by the Post Office Department of running an additional daily train for the transportation of the mail throughout the year.

It will be seen that the heaviest item in our working expenses for the past year is for repairs of rail road; I, therefore, respectfully recommend that steps be taken at once to commence relaying the road with a heavy rail as fast as the means of the Company will admit. There is no doubt but that a clear saving of sixteen thousand dollars could have been made under the business of the past year, had the track been laid with a heavy rail instead of flat bar.

In bringing details to your notice and that of the Directors and Stockholders, I shall divide the business under three heads, viz: Road, Machinery, and Transportation, in the order here stated.

I. THE ROAD DEPARTMENT will embrace the Road Bed, Bridges, Depot Buildings, Water Stations and Branch Road.

**II. THE MACHINERY DEPARTMENT.**—This department embraces the maintenance of the Locomotives and Tenders, and the Cars used on the Road for the transportation service and New Machinery purchased.

**III. THE TRANSPORTATION DEPARTMENT** will embrace the general tonnage and Passengers transported, and the expenses properly belonging to this department.

## I. THE ROAD DEPARTMENT.

The Road Bed is in an improved state. It has been extensively ditched and drained during the year, and some of the wet cuts are in a better condition in this respect than they have ever been before. Most of the banks that had become narrow at the top by washing have been filled out, and the whole generally improved.

The Track has, so far as labor of maintenance and replacing bad timber is concerned, certainly been improved during the year. There has been put into the Road during the year 84,614 feet lineal of wooden rails or string pieces, equal to eight miles of new track.

There has been a new track of T iron, 59 lbs. to the yard, laid over Falling Creek Bridge, which required about 7 tons of rails. There has also been about 90 tons of new flat bar laid down during the year, the cost of both of which is included in the expenses of this department, and will be found in the Treasurer's report under the head of Repairs of Road, which includes Mechanics' and Laborers' Wages; Hire of Negroes; Subsistence, Clothing, Taxes, &c. for the same; Timber, Sills, Keys, Iron, Spikes and Plates, Castings, Wrought Iron Work, &c; Tools, consisting of Saws, Axes, Shovels, Picks, Crowbars and sundries, amounting to - - - \$22,627 31 for the repairs of main tracks, turnouts and side tracks at depots and in coal yards, equal to 28 miles of single track.

Length of Main Road, - - -	22 miles.
Length of Branch Road, - - -	3 miles.
Length of Turnout and Side Tracks, - - -	3 miles.
Total, - - - - -	28 miles.

### *Bridges.*

The bridges are in as good condition, on the whole, as they were at the beginning of the year. They are all regarded as perfectly safe and reliable. Having such an extent of bridging for the length of the road, makes this a serious branch of expendi-



ture, when a series of years are taken into consideration, although it has been light the past year.

Some repairs will be required during the coming year, for which the timber and materials are now being provided. The expenditures on this account will be found under the head of Repairs of Bridges, and amount to \$317 51 for all materials and labor.

#### *Depot Buildings and Water Stations.*

The amount expended on account of depot buildings and water stations is put down in the Treasurer's books under the head of Repairs of Depots.

To this account is charged the cost of building a new water station at Petersburg during the past year. It has been usual to charge to this account wages paid all mechanics, for repairs and work done to depots and water stations, cisterns, pumps, water pipes, gas fixtures, bricklayer's and stone mason's work for depots, loading platforms, sheds, fencing around depot lots; expenses in keeping streets in order about the depots, &c. The total amount for the past year is - - - - \$1,885 92

#### *Branch Road.*

During the past year the taking down and removal of the old tressel work in the coal yards, commenced the previous year, has been completed, and an additional new track of tressel work added; also additions made to the side tracks, and a new turning platform of sufficient size to turn any engine and tender together. The amount expended during the year for this purpose has been charged to account of Branch Road Expenses. Although not properly belonging to expenses, I have, therefore, included it under the head of Road Department.

The Branch Road Expenses are, Salary of Agent, Wages of Watchman, Hire of Negroes employed at Port Walshall, Subsistence, Clothing, &c. for the same, which amount to \$2,335 32  
To which add the amount expended for the above

new work	- - - - -	2,071 54
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And the total is as per Treasurer's report,	-	\$4,406 86
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## II. MACHINERY.

In this department I have to report a decided improvement. Two new engines and tenders have been added to our stock, and the engines before owned by the Company have been thoroughly repaired and improved, one of them having been completely rebuilt, with new cylinders, wheels and axles and other improvements. In addition to which five others have been fited

with new wheels, axles, &c. One new engine, building in the Company's shops, is now nearly completed, and will add materially to our motive power.

There has been new machinery and tools purchased to facilitate repairs; and in addition to the engines named above there has been added to our stock of cars 10 new eight wheel platform cars, 2 new eight wheel box cars, 20 new four wheel coal cars, 2 new first class passenger cars, and 1 new eight wheel tender.

Statement A gives a detailed account of the engines owned by the Company, their condition, performances, and how employed.

Statement B contains the amount of running machinery on the road.

In the Treasurer's report will be found a statement of the amount paid on account of new machinery during the year.

The expenses of this department, exclusive of the amount paid for new machinery, is contained in the Treasurer's report under the head of Repairs of Engines and Cars, and includes wages paid all machinists and blacksmiths, carpenters and all mechanics, bar iron, steel, tools and hardware, tires, axles and springs purchased, copper, spelter, tin, lead, timber and lumber, bituminous coal, work done elsewhere, upholstery, trimmings, &c., sundries, charcoal, leather and all other materials, amounting to \$17,840 45.

### III. TRANSPORTATION DEPARTMENT.

The operations of this department have been very heavy during the year, and it has taxed our present means of transportation to its utmost capacity.

There has been an increase in the quantity of coal transported of 7202 tons over the preceding year, it will be seen by the report of the Treasurer, that there has been a very considerable increase in the general freight business and a small increase in the Branch Road freight.

The increase in receipts from passengers is also considerable, and there is a small increase for transportation of the mail, making a total increase in the receipts of \$15,956 39.

Statement C will show details in full of the coal transportation.

Statements D, E and F will give details of general freight business.

And Statement G will give the number of passengers transported, reduced to passengers carried one mile.

Table H gives a detailed statement of miles run by all trains during the year.

Statement I gives a condensed statement of the operations of the road for the year.

*Train Expenses,*

Including Clover Hill transportation expenses, consist of wages paid Conductors, Enginemen and Firemen; hire of slave hands on trains and at the water stations on the road and at Clover Hill, salary of Agent and Assistant Agent at Clover Hill; provisions, clothing, &c. for hands employed on trains and at water stations; wood for fuel for locomotives; oil for locomotives and cars; cotton waste and tallow; lamps for locomotives and trains; board of Enginemen and Conductors when on the road; wages of engine cleaners, &c. - - - \$19,178 17

*Train Losses and Damages.*

Under this head are payments for goods lost, damaged or stolen on the road. It is large this year in consequence of large amounts having been paid during the year for tobacco damaged on other roads, and which the Companies refused to bear their proportion, but as we have ceased to carry freight in connection with them it will not again be so large, - - - \$1,638 58

*Depot Expenses.*

Salary of freight and ticket clerks at Richmond and Petersburg; wages to yard master and wages to hands at Richmond and Petersburg; hire, subsistence and clothing for hands employed at depots; coal for offices; gas and other lights; ice, brooms and sundries; wages to watchmen, including those on James River Bridge; rent of lot at Richmond, &c. \$11,083 50

Transportation of passengers, mail and baggage between depots in Richmond and Petersburg, - - - \$1,584 68

*Postages, Newspapers, Advertising and Printing,*

Includes amounts paid for newspapers and advertising in Richmond and Petersburg and country advertisements, ticket books, tickets, blanks, way bills, blank books, printing reports, stationery, &c. amounting to - - - \$494 23

*Office Expenses.*

Hire of servant and sundry small items, - - - \$147 61

*Contingent Expenses.*

Insurance on James River Bridge (against fire,)  
 " Depots and Goods,  
 " Depots at Port Walthall,  
 " Carpenter Shop,  
 " Locomotives and Cars,

Insurance on Machine Shops,	
"    Stable, Horses and Omnibuses,	
and small items not belonging to any particular account, amount-	
ing to       -       -       -       -       -	\$1,438 05

*Repairs of Turnpike.*

It will be seen that the Turnpike has nearly paid its expenses during the past year, having only a balance against it of \$3 39

Statement J contains a list of all the employees in the Company's service with the compensation to each.

Statement K shows the running expenses on twenty-two Rail Roads in Massachusetts for the year 1852, and also the average expense of repairs of road and engines and cars for five years on the same roads.

Total expenses for the year including officers' salaries, \$84,999 72.

All of which is respectfully submitted,

THO. DODAMEAD, *Superintendent.*

OFFICERS OF THE COMPANY.

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PETER V. DANIEL, JR., <i>President.</i>	.	Salary, \$1500
JOHN WILLIAMS, <i>Treasurer.</i>	. . .	" 1500
THOMAS DODAMEAD, <i>Superintendent.</i>	"	1500



**Table A.**

STATEMENT OF NAMES, DIMENSIONS, PERFORMANCE *during the year*; CONDITION AND PRESENT DUTY OF LOCOMOTIVES, *owned by the* RICHMOND AND PETERSBURG RAIL ROAD COMPANY, *April 30th, 1853.*

NAME.	MAKER.	When first ran.	Description.	Diameter of Cylinder.	Stroke of Piston.	Diameter of Drivers	Number of Drivers.	Number of Wheels.	MILES RAN		Condition.	How Employed.	REMARKS.
									Past Year.	Total to date.			
Patrick Henry, Sheppard, J. H. Hopkins, Stafford,	Edward Bury, " Rothwell & Hicks, Bolton & Hicks,	1838. " " "	Inside Cylinder, " " "	10 inches, 10 " 10 " 10½ "	16 inches, 16 " 16 " 16 "	54 inches, 54 " 48 " 42 "	2 2 4 4	6 6 4 6	8,590 6,653 8,852 1,618		Working Order, " " " "	Mixed Business, " " Coal Trade, " "	New Wheels and Crank Axle during the year. New Crank Axle during the year. New Cylinders and Wheels during the year.— (Rebuilt.)
Phœnix,	" "	"	" "	10 "	16 "	54 "	4	8	4,529		Under Repair,		New driving Wheels and Crank Axle during the year.
J. H. Coates, James H. Cox,	Company's Shops, M. W. Baldwin,	1842. August, 1846,	Outside Cylinder, " "	9½ " 12 "	20 " 16 "	54 " 42 "	2 6	6 6	6,436 12,267		Condemned, Working Order,	Coal Trade,	New Wheels, Axle and Eccentrics during the year.
George W. Johnson, Pocahontas,	" " " " "	July, 1847, July, 1848,	" " " "	12 " 12½ "	16 " 18 "	42 " 54 "	6 4	6 8	9,364 14,891		Under Repair, Working Order,	" " " "	New Wheels and Axles during the year. New Driving Wheels, Axles and Eccentrics during the year.
Chesterfield, Henrico,	" " " Burr & Ettenger,	April 16, 1852, July 3, 1852,	" " " "	11½ " 11 "	20 " 18 "	54 " 54 "	4 4	8 8	18,970 18,270	19,414 18,274	" " " "	Passenger & Freight, " "	

SUMMARY.

In Working Order,	-	-	-	-	-	-	8
Under Repairs,	-	-	-	-	-	-	2
Condemned,	-	-	-	-	-	-	1





## Statement B.

*Number of ENGINES, CARS, and RUNNING MACHINERY upon the  
RICHMOND AND PETERSBURG RAIL ROAD, April 30th, 1853.*

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### *Locomotive Engines.*

- 4 Eight Wheel Engines with Tenders,
- 6 Six Wheel Engines with Tenders,
- 1 Four Wheel Engine with Tender,

—  
11 Total.  
==

One Extra Eight Wheel Tender.

### *Coal Cars.*

119 Four Wheels.  
==

### *Cars for Freight and General Use.*

- 5 Eight Wheel Box Cars,
- 6 Eight Wheel half Box or Curtain Cars,
- 16 Eight Wheel Platform Cars,
- 2 Eight Wheel Wood Cars,
- 2 Eight Wheel Empty Barrel Cars,
- 2 Four Wheel Box Cars,
- 4 Four Wheel Dumping Cars,

—  
37 Total.  
==

### *Passenger and Baggage Cars.*

- 6 Eight Wheel Passenger Cars,
- 1 Eight Wheel Passenger Car,—condemned
- 1 Four Wheel Passenger Car,
- 2 Eight Wheel Mail and Baggage Cars,
- 2 Eight Wheel Baggage Platforms,

—  
12 Total.  
==

In addition to which, there are Track layers, Truck Cars, and one Crank Car for Branch Road.

The Company also own 12 Horses, 3 Baggage and Mail Wagons, 4 street Wagons, Harness, &c.; and are half owners of 2 Omnibuses which are used for the Transportation of Passengers, Mail and Baggage, through Richmond.

There are 1 Eight Wheel Locomotive and 2 first class Eight Wheel Passenger Cars, now contracted for, to be delivered in all the month of June.

Table C.

STATEMENT OF COAL TRANSPORTED *from Clover Hill during the year ending April 30, 1853.*

	To <i>Richmond.</i>	To <i>Petersburg</i>	To Port <i>Walthall.</i>	Aggregate.	No. of Tons.
	Number of Bushels.	Number of Bushels.	Number of Bushels.	Bushels.	
May, - -	11,925	10,665	109,835	132,425	4,414 5-30
June, - -	13,380	1,695	100,230	115,305	3,843 15-30
July, - -	25,865	2,715	113,820	142,400	4,746 20-30
August, -	29,895	7,785	96,895	134,575	4,485 25-30
September,	32,680	23,100	66,220	122,000	4,066 20-30
October, -	54,070	24,455	46,245	124,770	4,159
November,	60,050	21,040	59,285	140,375	4,679 5-30
December,	63,040	25,170	36,980	125,190	4,173
January, -	46,380	16,855	25,540	88,775	2,959 5-30
February,	60,600	22,335	50,515	133,450	4,448 10-30
March, -	67,745	16,095	56,200	140,040	4,668
April, - -	28,820	12,655	122,230	163,705	5,456 25-30
Totals, -	494,450	184,565	883,995	1,563,010	52,100

## SUMMARY.

To Richmond, - - - - -	16,481 Tons.
To Petersburg, - - - - -	6,152 Tons.
To Port Walthall, - - - - -	29,467 Tons.
Total aggregate, - - - - -	52,100 Tons.

Equal to 1,384,223 tons hauled one mile.

Average tons in each Train, 78 7-10.

## Statement D.

TONNAGE TRANSPORTED *between* RICHMOND and PETERSBURG  
*on the Main Stem of the Richmond and Petersburg Rail Road,*  
*during the official year, ending April 30th, 1853.*

## NORTHWARDLY.

Tobacco,	12,693 hhds.	-	weight	8,440 Tons.
Cotton,	- 2,941 bales,	-	"	552 "
Domestics,	754 bales,	-	"	65 "
Iron,	- Old Rails and Scrap,	-	"	1,193 "
Empty Barrels,	36,489	-	"	364 "
Miscellaneous Freights,	-	-	-	554 "
Wood, from different points averaging 8 miles,				
241 $\frac{1}{4}$ cords,	-	-	-	421 "
Total,	-	-	-	11,589 Tons.

## SOUTHWARDLY.

Tobacco,	262 hhds.	-	weight	174 Tons.
Bacon,	- 104 "	-	"	44 "
Molasses,	- 31 " 126 bbls.	-	"	53 "
Sugar,	- 184 "	-	"	115 "
Liquor,	- 2,798 barrels,	-	"	524 "
Flour,	- 1,881 "	-	"	153 "
Iron,	- Bar and Pig,	-	"	393 "
Lumber,	- 104,987 feet,	-	"	131 "
Miscellaneous Freight,	-	-	"	2,025 "
Total,	-	-	-	3,612 Tons.

Total tons of 2,000 lbs. both ways, - 15,201

Equal to 325,160 tons hauled one mile.

## Statement E.

TONNAGE TRANSPORTED *over the RICHMOND AND PETERSEURG  
RAIL ROAD, between Richmond and Port Walthall, during the  
official year, ending April 30th, 1853.*

## DOWNWARDS.

Flour, -	41,758	Whole Barrels,	weight,	4,593	Tons.
Do. -	3,031	Half	do. " 166	"	
Miscellaneous Freight and Freight by Steamer,	221	"			
Total,	-	-	-		4,980 Tons.

## UPWARDS.

Iron, (rails) -	[tons of 2,240 lbs.]	4,653	Tons.
Miscellaneous Freight and Freight by Steamer,	375	"	
Total,	-	-	5,028 Tons.
Agricultural Lime delivered to farmers on the line [tons of 2,000 lbs.] -	-	-	122 "
Total,	-	-	10,130 Tons.
Equal to 201,996 Tons transported one mile.			

## Statement F.

**MISCELLANEOUS TONNAGE** *Transported between Richmond and Clover Hill, over the RICHMOND AND PETERSBURG AND CLOVER HILL RAIL ROADS during the official year, ending April 30th, 1853.*

### INWARDLY.

Tobacco,	-	119½	hogsheads,	weight	78	Tons.
Wheat,	-	7,656	bushels,	"	230	"
Empty Barrels,	3,814	-	-	"	33	"
Miscellaneous,	-	-	-	"	29	"
Total,	-	-	-	-	-	370 Tons.

### OUTWARDLY.

Miscellaneous Freights, consisting of						
Groceries,	Corn,	Iron,				
Liquors,	Dry Goods,	Castings,				
Meal,	Furniture,	Guano, &c.,			443	Tons.
Making a total of	-	-	-	-	-	813 Tons.

Equal to 25,203 tons hauled one mile.

### RECAPITULATION OF TONNAGE.

Total aggregate tons of Coal,	-	-	-	-	52,000
Total aggregate tons of Freight other than Coal,	-	-	-	-	26,144
Total aggregate tons of all freights,	-	-	-	-	78,144
Being equal to 1,936,582 Tons transported one mile.					

This does not include Wood, Timber, Gravel, or materials for the use of the Road of which no account has been taken.



## Statement G.

STATEMENT OF THE NUMBER OF PASSENGERS *carried over the*  
 RICHMOND AND PETERSBURG RAIL ROAD *during the official*  
*year, ending April 30th, 1853. Reduced to Passengers carried*  
*one mile.*

### SOUTHWARDLY.

Passengers over the whole length of the Road, including				
Local and Through Travel, Excursion Passengers,				
Servants and Half Seats, counted as each one pas-				
senger, - - - - -				33,839
Way Passengers, including Servants, - - - - -				1,414
Total, - - - - -				<u>35,253</u>

### NORTHWARDLY.

Passengers over the whole length of the Road, counting				
Servants and Half Seats as each one Passenger,				28,149
Way Passengers, including servants, - - - - -				1,296
Total, - - - - -				<u>29,445</u>

### STEAMBOAT PASSENGERS BY WAY OF PORT WALTHALL.

Downwards, counted as above, - - - - -	2,550
Upwards, " " - - - - -	3,100
Way, on the Road, counted as above, - - - - -	147
	<u>5,797</u>
Total Passengers, - - - - -	<u>70,495</u>

Equal to 1,505,206 Passengers carried one mile.

Table H.

STATEMENT OF MILES RUN BY TRAINS OF ALL KINDS *during*  
*the year ending April 30th, 1853.*

<i>Date.</i>	<i>Passenger Trains.</i>	<i>Freight Trains.</i>	<i>Coal Trains.</i>	<i>Timber, Wood and Materials.</i>	<i>Dirt Trains.</i>	<i>Total.</i>
May, 1852	2,827	1,746	3,288	462		8,323
June, "	3,188	2,772	2,981	279		9,220
July, "	3,325	1,876	3,360	436	194	9,191
Aug't, "	3,165	1,542	3,208	313	560	8,788
Sept'r, "	3,127	2,258	3,212	290	879	9,766
Oct'r, "	2,840	1,652	2,781	460	1,000	8,733
Nov'r, "	2,541	1,876	3,891	418	975	9,701
Dec'r, "	2,898	920	4,602	708		9,128
Jan'y, 1853	2,823	997	3,060	556		7,436
Feb'y, "	2,761	774	5,038	786		9,359
March, "	3,350	1,573	4,720	476		10,119
April, "	2,799	1,963	5,374	544		10,680
Total, -	35,644	19,949	45,515	5,728	3,608	110,444

## SUMMARY.

Miles run by Passenger Trains,	-	-	35,644
" " " Freight Trains, -	-	-	19,949
" " " Coal Trains, -	-	-	45,515
" " " Material, Timber and Wood Trains,	-	-	5,728
" " " Dirt Trains, -	-	-	3,608
Total miles run by all trains,	-	-	110,444
On Richmond and Petersburg Road, -	-	-	80,302
On Clover Hill Road, -	-	-	30,142

## Statement I.

CONDENSED STATEMENT *of the operations on the* RICHMOND AND  
PETERSBURG RAIL ROAD *for the year ending April 30th, 1853.*

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Miles run by Passenger Trains,	-	-	-	-	35,644
" " " Tonnage Trains,	-	-	-	-	74,800
Aggregate run of Trains,	-	-	-	-	110,444
Number of Passengers carried one mile,	-	-	-	-	1,505,206
Number of Tons of Freight carried one mile,	-	-	-	-	1,936,582
Number of Hogsheads of Tobacco carried over road,	-	-	-	-	13,074
Number of Bales of Cotton	"	"	-	-	2,941
Number of Tons of Coal	"	"	-	-	52,100
Number of Barrels of Flour	"	"	-	-	45,185
Average number of Passengers in each Train,	-	-	-	-	44
Average tons of Freight, other than Coal, in each Train,	-	-	-	-	29 5-10
Average tons of Coal in each Train,	-	-	-	-	78 5-10
Aggregate cost of working Road,	-	-	-	-	\$84,999 72
Total Expenses per mile run,	-	-	-	-	76 97-100 cents.
Cost of Repairs of Road per mile run,	-	-	-	-	28 cents.
Cost of Repairs of Engines and Cars per mile run,	-	-	-	-	16 15-100 cents.
Receipts per mile run,	-	-	-	-	\$1 14 1-10
Receipts per mile of Road, including Branch Road,	-	-	-	-	\$5,040 69
Total Aggregate Receipts,	-	-	-	-	\$126,017 33

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The cost of Repairs of Road per mile run is only for the miles run on the Main Line and Port Walthall Branch, and does not include the miles run on the Clover Hill Road.

## Statement J.

STATEMENT showing the Number of Persons Employed by the RICHMOND AND  
PETERSBURG RAIL ROAD COMPANY on the 30th of April, 1853.

### TRANSPORTATION DEPARTMENT.

HOW EMPLOYED.	No.	Total.	Pay per Day	Pay per Month.	Pay per Annum.
Ticket Clerk at Richmond, - - -	1				\$480 00
Freight Clerk at Richmond, - - -	1				700 00
Freight Clerk at Richmond, - - -	1				420 00
Freight and Ticket Agent, Petersburg,	1				600 00
Freight and Ticket Agent, Petersburg,	1				500 00
Agent at Clover Hill, - - - - -	1				720 00
Agent at Port Walthall, - - - - -	1				500 00
	-	7			
Manager of Yard at Richmond, - -	1			\$50 00	
Manager of Omnibus and Horses, -	1			40 00	
	-	2			
Watchmen at Richmond, - - - - -	2		each	30 00	
Watchmen at James River Bridge, -	2			25 00	
Watchman at Petersburg, - - - - -	1		\$1 00	per night	
Watchman at Port Walthall, - - -	1		1 00	"	
	-	6			
Conductors of Passenger Trains, -	2		each	45 00	
Baggage Agent, - - - - -	1			25 00	
	-	3			
Engine Men, - - - - -	6			60 00	
Engine Man, - - - - -	1			50 00	
	-	7			
	-	25			
ROAD DEPARTMENT.					
Overseer of Road, - - - - -	1				720 00
Section Men, - - - - -	2		1 25		
Section Man, - - - - -	1			30 00	
Foreman of Bridge & Road Carpenters,	1		2 25		
Carpenters, - - - - -	2		1 50		
Carpenter, - - - - -	1		1 25		
	-	8			
MACHINERY DEPARTMENT.					
Machinists, (Foreman,) - - - - -	1		2 25		
Machinist, - - - - -	1		1 83 $\frac{1}{2}$		
Machinists, - - - - -	5		1 75		
Machinists, - - - - -	2		1 50		
Apprentices, - - - - -	3				
	-	12			

Continued on next page.

## STATEMENT J—continued.

## MACHINERY DEPARTMENT.

HOW EMPLOYED.	No.	Total.	Pay per Day.	Pay per Month.	Pay per Annum.
Blacksmiths, (Foreman,) - - - -	1	1	2 25		
Blacksmiths, - - - - -	3	3	1 66 $\frac{2}{3}$		
Blacksmith, - - - - -	1	1	1 50		
	-	5			
Carpenters, (Foreman,) - - - -	1	1	\$2 25		
Carpenters, - - - - -	3	3	1 62 $\frac{1}{2}$		
Carpenters, - - - - -	2	2	1 50		
Carpenter, (Pattern Maker,) - - -	1	1	1 75		
	-	7			
Painter, - - - - -	1	1	2 00		
Painter, (temporarily,) - - - -	1	1	1 50		
	-	2			
Car Inspector, - - - - -	1	1	1 50		
Car Inspector, - - - - -	1	1	1 30		
Car Inspector, - - - - -	1	1	1 10		
	-	3			
Engine Cleaner, - - - - -	1	1	87 $\frac{1}{2}$		
	-	1			
	-	30			

## NEGROES.

At Richmond Depot, loading and unloading cars, &c.	-	-	13
In office at Richmond, - - - -	-	-	1
In shops as Helpers, - - - -	-	-	9
Omnibus and Wagon Drivers, - -	-	-	4
At Depot in Petersburg, - - - -	-	-	6
At Depot at Port Walthall, - - -	-	-	7
At Water Stations on the line, - -	-	-	9
On Repairs of Road, - - - -	-	-	19
As Firemen and Train Hands, - - -	-	-	14
Free Blacks as Train Hands, - - -	-	-	2
Total, - - - - -	-	-	84

Slaves averaging \$127 per annum, including those employed to go on trains, for which high prices are paid. The free blacks receive \$24 per month each.

## Statement K.

STATEMENT OF THE WORKING EXPENSES UPON 22 OF THE MASSACHUSETTS RAIL ROADS *for the year 1852, as shown by their Annual Reports to the Legislature.*

No.	NAME OF ROAD.	Length in Miles.	Total Expenses per Mile run.
1	Worcester, - - - - -	45	\$0 85
2	Western, - - - - -	155	77
3	Providence and Worcester, - - - - -	43	68
4	Worcester and Nashua, - - - - -	46	57
5	Fitchburg and Worcester, - - - - -	14	50
6	Connecticut River, - - - - -	50	82
7	Pittsfield and North Adams, - - - - -	19	72
8	Providence, - - - - -	41	76
9	Taunton, - - - - -	11	1 46
10	New Bedford, - - - - -	20	98
11	Lowell, - - - - -	26	1 03
12	Nashua, - - - - -	15	99
13	Laurence, - - - - -	12	56
14	Salem and Lowell, - - - - -	17	85
15	Boston and Maine, - - - - -	74	64
16	Fitchburg, - - - - -	51	79
17	Vermont and Massachusetts, - - - - -	69	75
18	Eastern, - - - - -	55	70
19	Essex, - - - - -	20	64
20	Old Colony, - - - - -	37	92
21	Fall River, - - - - -	42	91
22	Cape Cod, - - - - -	28	59
Average, - - - - -		- - - - -	\$0 79.45

Total expenses per mile run on the Richmond and Petersburg Rail Road for the year ending April 30th, 1853, - - - \$0 76 97-100

Interest paid on debts is not included in the above table of expenses.

The largest average sum paid for repairs of road by any one road per mile run, by trains for five years, was 22.41 cents. The least average of same was 8.17 cents; and the mean of the whole was 14 57 cents.

The largest sum paid for repairs of engines and cars for the same time per mile run was 24.65 cents. The least average of the same was 9.39 cents; and the mean of the whole was 13 66 cents.

The cost of repairs of road on the Richmond and Petersburg Rail Road for the year ending April 30th, 1853, was 28 cents per mile run.

The cost per mile run for repairs of engines and cars was 16.15 cents.

The largest average sum paid by any one of the Massachusetts roads in one year for repairs of road, and repairs of engines and cars combined, was 49.8 cents, and the mean average of the whole was 28.23 cents for both. The mean average of all other expenses was 51.22 cents per mile run.

The cost of repairs of road and engines and cars combined on the Richmond and Petersburg road was 44.15 cents. Of all other expenses 32.82 cents per mile run.









# REPORT.

*To the President and Directors of the  
Richmond and Petersburg Rail Road Co.*

GENTLEMEN:

It has been my opinion for some time past, that your Company have been transporting coal at too low a rate to prove profitable, if not attended with actual loss. This opinion, as all the members of the Board are aware, I have repeatedly expressed.

From the character of the roads over which you transport coal, and the limited amount transported, it is impossible for you to do it at anything near the rates charged on roads, that from their favorable grades and general construction, and the immense amount of business done, are peculiarly adapted to the cheap transportation of coal. But even on roads that are thus situated, I have yet to learn that the transportation of coal at the rates heretofore charged on them, has been profitable.

The Philadelphia and Reading Rail Road, with its easy and uniform grades, that are not to be found on any other railroad of equal length, and the advantages of its location, has not made money at the rates heretofore charged by the Company, notwithstanding it does carry over it a larger amount of tonnage than any other existing railroad, and at less expense.

It is well known that the cause of the low rates of transportation on coal, so long maintained on this road, was the rivalry between it and the Schuylkill Navigation Company; and as that rivalry has now ceased, the Reading Company have raised their price of transportation on coal to  $2\frac{1}{10}$  cents per ton per mile. During the time that Company continued to transport coal at the low rates of toll, they were continually merging their expense account into that of construction, until it amounted to the enormous sum of 16 millions of dollars, for less than one hundred miles of railroad, or near 175,000 dollars per mile—a thing utterly impossible, unless a large portion of the working expenses were charged to the construction account.

The Baltimore and Ohio Railroad has been particularly brought forward as a parallel case with your road, and as the only one with which it can properly be compared, as it is an undulating road, and not dependant on the coal business to keep up its road. Between the working capacity of the two roads, there is, however, a great difference—the one being of a very light construction, viz: wooden string pieces, with a light strap rail,  $2\frac{1}{4}$  by  $\frac{5}{8}$  inches, preventing the use of engines exceeding at the outside, 14 tons weight, and the other built in the most strong and durable manner, and laid with heavy iron rails, enabling them to use engines weighing 30 tons, and of three times the effective power of yours.

In January, 1844, the Baltimore and Ohio Railroad Company entered into a contract with the Maryland and New York Iron and Coal

Company, to transport coal from the mines above Cumberland, to Baltimore, a distance of 188 miles, for  $1\frac{1}{3}$  cents per ton per mile, and 10 cts. per ton additional, for hauling in the streets of Baltimore—the C. R. & N. Y. C. & J. M. Co., binding themselves to furnish 175 tons per day, for 300 days in the year, for five years. They continued to transport coal for this company and other new companies that went into operation subsequently, until the end of the year 1852, when the quantity transported, reached about 200,000 tons per annum, by which time the losses on this business became so evident to those who had invested their capital in the stock of the company, that the price went down to 60 per cent. below par. The private stockholders and the city of Baltimore, as a large stockholder, insisted on an increase of the rates of toll on coal, and it is doubted by some, whether it will more than pay the cost at present rates.

Allusion has been made to a letter from the president of the B. & O. R. R. Co., published in the Baltimore Sun, pending the application of the Company to the city council of Baltimore, to guarantee their bonds to the amount of \$5,000,000. I append the letter; by which it will be seen that the profit named by the president is mere conjecture, without any means of sustaining its correctness :

A communication was also received from the president of the Baltimore and Ohio Railroad in reply to a question from the Branch, relative to the transportation of coal on the road, as follows :

OFFICE B. & O. R. R. COMPANY, }  
December 1st, 1853. }

To the Honorable, the Second Branch of the City Council—Sirs :  
In reply to queries propounded to this Company, by resolution of the Second Branch of the City Council on the 22nd inst. I answer :

No. 1. The total amount of expenses incurred by said Company for cars, motive power, and every other necessary matter for the purpose of accommodating the transportation of coal. It is known to every citizen that the coal trade is only one portion of the business of the Company, and that the road and its appurtenances are essential to its transportation. What portion of that expense is chargeable to that trade particularly, it has not been attempted to determine, especially as that trade has been developed since the road reached Cumberland, and is yet considered only secondary in its character. Of the motive power, about fifty engines have been kept in that employment for three month past at \$10,000 each

each	-	\$500,000
100 cars were provided for at an average cost of \$500,	-	\$500,000

\$1,000,000

The various labor of men and horses has been merged into general charges, so also with fuel, oil, repairs, &c., &c. The above mentioned items, therefore, are the only ones that can be approached with any degree of correctness.

No. 2, The total amount of revenue received for the transportation of coal, as reported in the annual return to the stockholders, \$523,344,81.

No. 3. The profit realized from said business, after allowing for wear and tear of motive power, cars, track, &c., &c.

The business of the road, as is well known, is a mixed one, but may be placed under three divisions, all of which, for economy in management, conducted as one, to wit:—Passengers, Merchandise and Coal. To keep the accounts so as to give veritable results of each, would involve an expense far larger than its worth. The profits, therefore, can only be estimated, and it is thought equal to 62½ cents per ton, under the present embarrassed condition of the road. I am, very respectfully, your obedient servant,

WM. G. HARRISON, President.

It will be seen that there is a typographical error in the figures, which should read 1000 cars instead of 100, as in their annual report just published. The number of coal cars are put down at (1002) one thousand two.

In the year 1847 an estimate was made for the Baltimore and Ohio Railroad Co. by the engineer of machinery and repairs, and approved by the chief engineer, of the amount of capital required for a given amount of business for nine years, gradually increasing from the first to the ninth year, and on these estimates their contract was made with the Coal Companies. I append the table to show how far short the estimates come, when the facts are shown. By the estimate, the capital required the ninth year, to transport 542,366 tons, would be \$526,448, when, in fact, we find that they have a (\$1,000,000) million of dollars invested to do only 308,890 tons, and by their own report, with this amount invested, they have not sufficient means to do even this amount of business, showing that it has required nearly double the estimated capital to do a little over half the estimated amount of business.

PERIOD OF TIME.					Am't of capital invested in machinery at the begin'ng of each year.	Rate of accommodation per annum, at the begin'ng of each y'r.	
Beginning of	1st year,	-	-	-	\$102,000	105,000	tons.
Do.	2d do.,	-	-	-	125,215	128,897	"
Do.	3d do.,	-	-	-	153,714	158,234	"
Do.	4th do.,	-	-	-	188,700	194,249	"
Do.	5th do.,	-	-	-	231,648	238,459	"
Do.	6th do.,	-	-	-	284,371	293,172	"
Do.	7th do.,	-	-	-	349,191	359,898	"
Do.	8th do.,	-	-	-	428,764	441,810	"
Do.	9th do.,	-	-	-	526,448	542,366	"

Respectfully submitted,

JAMES MURRAY,  
Engineer of Machinery and Repairs,  
Baltimore and Ohio Railroad.

Approved February 14, 1844.

BENJ. H. LATBOBE,  
Chief Engineer.



Amount of coal transported over the Baltimore and Ohio Railroad, from the commencement of Coal transportation, to the year 1853, inclusive:

1843,	-	-	-	-	-	4,964 tons.
1844,	-	-	-	-	-	5,687 "
1845,	-	-	-	-	-	16,021 "
1846,	-	-	-	-	-	18,394 "
1847,	-	-	-	-	-	50,259 "
1848,	-	-	-	-	-	68,504 "
1849,	-	-	-	-	-	101,377 "
1850,	-	-	-	-	-	146,645 "
1851,	-	-	-	-	-	163,501 "
1852,	-	-	-	-	-	280,496 "
1853,	-	-	-	-	-	308,890 "
						<hr/>
						1,044,738 "

In view of the contemplated change in your rates, I recently visited the coal region embraced in that part of Schuylkill county, Pennsylvania, which finds its outlet by the way of the Reading railroad and the Schuylkill canal, for the purpose of ascertaining the charges for transporting coal on the numerous lateral roads owned by independent companies, and which transport coal to the canal and to the Reading railroad. The particulars of a number of them you will find appended to this paper. Through the kindness of Francis Hewson, Esq., engineer and superintendent of the Schuylkill valley, Port Carbon and Mill creek railroads, and R. A. Wilder, Esq., superintendent and engineer of the Mine Hill and Schuylkill Haven railroads, James Millholland, master of machinery on the Reading railroad, and Mr. Wooten, his assistant, at Palo Alto station, who very kindly furnished me with an express engine, and accompanied me on several roads, as did also Mr. Wilder of the M. H. and S. H. R. R., I was enabled to obtain much useful information.

I found that the average rate of transportation charged on these roads is  $4\frac{7}{8}$  cents per ton per mile, which divided, according to their system of charging, is as follows:  $2\frac{1}{2}$  cents per ton per mile for motive power and cars, and 2 cents per ton per mile for use of road.

These roads are all of the most substantial character, and most of them have double tracks, and, with one exception, the grades are all in favor of trade. This exception is on the West branch of the Mine Hill road, where they transport for a short distance up a grade of 21 feet per mile.

They estimate the cost of motive power alone at  $1\frac{0}{100}$  cents per ton per mile; motive power and cars at  $1\frac{8}{100}$  cents per ton per mile. This being the cost for motive power and cars on these superior roads, the cost of the same item on roads of the construction of yours, cannot be less than 2 cents per ton per mile.

From a careful and full examination of all the facts within my reach, and the experience of 8 years in the transportation of coal on your road, and 2 years previous experience on the Beaver meadow and Hazleton railroads, in Pennsylvania, (engaged exclusively in the transportation of coal,) I have come to the conclusion, that on such roads as you transport over, coal cannot be transported at a rate less than  $4\frac{1}{4}$  cents per ton per

mile, viz :  $2\frac{1}{4}$  cents per ton per mile for motive power, cars, &c., and 2 cents per ton per mile for tolls on roads; and I am firmly convinced that you have heretofore been transporting coal at a rate below the actual cost.

Respectfully submitted,

THOS. DODAMEAD,

November 15th, 1853.

Superintendent.

## STATEMENT

Of the rates charged for the transportation of coal on the various railroads in Schuylkill county, Pennsylvania, which connect with and find their outlet by the way of the Reading and Philadelphia railroad and Schuylkill canal.

### LITTLE SCHUYLKILL RAILROAD.

This road is 22 miles long. The rate charged on this road is  $1\frac{1}{2}$  cents per ton per mile for use of road or toll, and  $1\frac{1}{2}$  cents per mile for motive power, the Company not finding or furnishing cars; making a total charge of 3 cents per ton per mile, exclusive of cars. The grades are all in favor of the trade; or, in other words, no coal is transported up grade. The road is laid with T rails, weighing between 50 and 60 lbs. to the yard, well ballasted with broken stone and gravel. The bridges are strong and substantial, so as to admit of the use of locomotives weighing from 20 to 27 tons, and hauling trains of 400 tons of coal net.

The business of the road for the year ending November 30th, 1852, was (249,461 tons,) two hundred and forty-nine thousand four hundred and sixty-one tons.

This road connects with Reading road at Port Clinton.

### SCHUYLKILL VALLEY RAILROAD AND BRANCHES.

The main stem of this road is 9 miles long, and it has 13 miles of branches; making 22 miles in all. The grades upon the main line and branches all descend in favor of the trade. The road is laid with heavy T iron, weighing from 60 to 70 lbs. per yard, well ballasted with broken stone, &c., and of the very best description. Engines used are of 19 and 20 tons weight, but can use them much heavier; the loads brought down only limited by the number of empty cars that can be taken back. The charge for toll for use of road is 2 cents per ton per mile, and 1 cent. per ton per mile for motive power. On the branches 3 cents per ton per mile toll, and  $2\frac{1}{2}$  cents for motive power; making an average of  $2\frac{1}{2}$  cents per ton per mile for toll, and  $1\frac{3}{4}$  cents per ton per mile for motive. The Company furnishing no cars, only the locomotives and road, the colliers being obliged to furnish cars from the Reading railroad and the Schuylkill Navigation Company. The amount of coal transported over this road for the year 1852 was 425,538 tons.

### MILL CREEK RAILROAD.

The main stem of this road is 4 miles long. The charge for toll on the main stem is 2 cents per ton per mile; motive power  $1\frac{1}{2}$  cents per ton

per mile ; on the branches 2 cents toll, and  $3\frac{1}{2}$  cents for motive power ; being an average of 2 cents per ton per mile for tolls, and  $2\frac{1}{2}$  cents per ton per mile for motive power. The Company does not furnish cars.

The character of the road is the same as those before mentioned, and the grades are all in favor of the trade.

#### MINE HILL AND SCHUYLKILL HAVEN RAILROAD.

This road connects with the Reading and Philadelphia railroad at Schuylkill Haven, 86 miles from Philadelphia. The length of the main stem and branches included is 60 miles. The grades are all in favor of the trade. The track laid with T rail, 60 lbs. per yard. Charge is  $2\frac{1}{2}$  cents per ton per mile, viz :  $1\frac{1}{2}$  cents per ton per mile for tolls, and 1 cent. per ton per mile for motive power. The charge being the same on the branches as on the main stem.

The amount of coal transported last year was 793,001 tons; expected to reach the present year (1,100,000) one million one hundred thousand tons.

The engines frequently haul 120 cars in a train, and weigh from 18 to 25 tons. The Company furnished no cars, as in the case of the other roads.

#### THE PHILADELPHIA AND READING RAILROAD.

This road extends from the edge of the coal formation in Schuylkill county, Pennsylvania, at Mount Carbon, one mile south of Pottsville, to the tide waters of the Delaware at Richmond,  $3\frac{1}{2}$  miles above Philadelphia, and  $104\frac{1}{2}$  miles from the sea. It is composed of 51 planes:

18 of 39 miles length—level.

3 "	$6\frac{7}{10}$	"	"	descending	1-5 ft.	per mile.
14 "	$22\frac{1}{10}$	"	"	"	5-10 ft.	" "
6 "	$3\frac{4}{10}$	"	"	"	10-15 "	" "
7 "	$15\frac{2}{10}$	"	"	"	15-20 "	" "
3 "	4	"	"	"	20-42 $\frac{7}{10}$ ft.	per mile.

From the Schuylkill to the Delaware  $3\frac{1}{10}$  miles, ascending  $33\frac{1}{2}$ .

From Mount Carbon to the falls is 87 miles ; total fall 549 feet. Between falls and Richmond,  $6\frac{4}{10}$  miles, there is a rise of 61 feet, and a fall of 104 feet.

Total fall from Mount Carbon 592 feet. The road has a double track throughout its entire length. The rails in use are of 45, 52, 53, and 60 lbs. to the yard. The Reading road connects directly with 4 lateral coal roads, to wit: At Mount Carbon with the Mount Carbon railroad, and with the Mount Carbon and Port Carbon railroad ; at Schuylkill Haven with the Mine Hill, and at Port Clinton with the little Schuylkill railroad.

They have also purchased from the State of Pennsylvania, four miles of the old State road, extending from the Falls to Broad street, in the city of Philadelphia, which is used to transport passengers and freight and coal, to supply the Philadelphia market.

*Coal Transported on the Philadelphia and Reading Railroad.*

845,	814,279 tons.				
846,	1,188,258	"			
847,	1,360,680	"			
848,	1,235,044	"			
849,	1,150,000	"			
850,	1,097,762		average tons of coal net, per train,	372 tons.	
851,	1,351,507	"	"	"	372 "
852,	1,650,270	"	"	"	368 "
853,	1,650,912	"	"	"	366 "

STATEMENT

Of the cost of coal transportation, on the Richmond and Petersburg and Clover Hill Railroads, for three months, viz: September, October and November, 1853 :

ITEMS OF COST.

Wages of engineers, including board, &c.,	\$660 00
Wages, hire and board of firemen and train hands,	562 50
Wages of agents, hire and subsistence of hands, watchman, &c., at stations on the line,	775 00
Wages of engine cleaners,	78 00
Hire, wages and subsistence of depot hands at Petersburg and Richmond, unloading coal trains, turning engines, cutting wood, filling tenders, &c.,	245 00
Oil for locomotives and tenders, 224 gals, \$1,	224 00
Oil for cars, 340 gals at 80c,	272 00
Cotton waste and tallow for locomotives, packing yarn, &c.,	70 00
Wood for fuel, 872 cords, \$1 50 per cord,	1,303 00
Repairs of locomotives and cars, at the rate they cost last year, 16 $\frac{1}{8}$ cents per mile run, 13,083 miles,	2,112 90
Repairs of road per mile run on our own road, 3,918, 28c,	1,097 04
Proportion for three months of cost of tressel work in coal yards at Port Walthall, Richmond and Petersburg, which has cost at the rate of about \$1000 per annum,	250 00
Interest on \$65,000, at 6 per cent. per annum, invested in cars and machinery for 3 months,	975 00
Contingencies, lost coal, &c., at the rate of 1-10th of a cent pr. ton of coal pr. mile, hauled 395,843 tons hauled one mile,	395 48
Allowance for depreciation on machinery and cars, 10 per cent. per annum on \$65,000,	1,625 00
	<hr/>
	\$10,649 92

Equal to 2  $\frac{4}{8}$  cents per bushel.



Amount of coal transported during 3 months, September, October and November, 1853 :

September,	143,205 bushels.	4,773 $\frac{1}{2}$ tons.
October,	142,750 "	4,765 "
November,	151,890 "	5,063 "
<hr/> Total, 437,845		<hr/> Total, 14,601 $\frac{1}{2}$ tons.

Equal to 395,483 tons transported one mile.

224 trains averaging 65 $\frac{1}{10}$  tons per train, nett.

Amount received for transportation:

September,	\$2,864 10
October,	2,855 00
November,	3,037 80
<hr/> Total, \$8,756 90	

Total amount of coal transported over the Richmond and Petersburg and Clover Hill railroads, from the commencement of the business to the 30th of April, 1853 :

1845 to '6,	459,905 bushels.	15,336 tons.
1846 to '7,	1,058,190 "	35,270 "
'7 to '8,	1,584,555 "	52,818 "
'8 to '9,	1,326,050 "	44,201 "
'9 to '50,	1,252,250 "	41,741 "
1850 to '51,	1,329,420 "	44,314 "
'51 to '52,	1,380,983 "	46,032 "
'52 to '53,	1,559,280 "	52,100 "
<hr/> Total, 9,950,633 bushels.		<hr/> 331,812 tons.

Total amount received for the transportation of coal during the above period, viz:

1846,	-	-	-	-	\$11,458 08
1847,	-	-	-	-	24,418 57
1848,	-	-	-	-	32,311 50
1849,	-	-	-	-	26,663 84
1850,	-	-	-	-	25,045 00
1851,	-	-	-	-	25,798 47
1852,	-	-	-	-	23,883 23
1853,	-	-	-	-	28,038 03
<hr/> Total, - - - -					<hr/> \$197,616 72

9,950,633 bushels at 2 $\frac{4}{10}$  per bushel, would amount to 241,803 38  
 Amount received, 197,616 72

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\$44,186 66

*Receipts per mile run by trains, for the year ending April 30th, 1853.*

Passenger trains,	182 $\frac{2}{100}$
Freight trains,	156 $\frac{4}{100}$
Coal trains, including passengers and freight carried at the same time,	65 $\frac{7}{100}$

*Cost of coal transportation according to total expenses per mile run by trains for the same period.*

45,515 miles run by coal trains at 76.97 per mile run, (cost last year mile run) \$35,046 55

Deduction to be made for repairs of road on 30,142 miles run on the Clover Hill road, at 28 cents, \$8,439 76

Deduction for different items of expense not properly chargeable to the coal transportation, viz:—

Transportation passengers, mail, and baggage,	\$1,584 68
Officers' salaries,	4,375 00
Postages, newspapers, printing, &c.,	494 23
Contingent expenses,	1,438 05
Branch road expenses,	2,335 32
Repairs of depots,	1,885 92
Office expenses.	147 61
Repairs of turnpike,	3 39

Amounting to \$12,264 20

Which would give 11.1 cents per mile run by trains.

45,515 miles run by Coal Trains at 11.1 cents would be 5,461 80

Making to be deducted from the above 13,901 56

Leaving as properly chargeable to the coal business, \$21,144 99

Add interest on amount invested in cars, machinery, &c., \$65,000 at 6 per cent., 3,900 00

Allowance for depreciation and renewal of machinery, 10 per cent. on \$65,000, 6,500 00

Total cost for the year, \$31,544 99

Income from the business, 29,938 34

Leaving a deficit of \$1,606 65

It may be objected that the coal business should not be charged with its full share of the item of depot expenses, but when it is recollected that although by the previous contract, the Clover Hill Railroad Com-



pany were to load and unload the coal, the Richmond and Petersburg Railroad Company have always unloaded the cars in Richmond and Petersburg.

It is chargeable also with a limited portion of the expenses which I have enumerated and deducted as not properly chargeable to it, viz: a portion of the item for printing, advertising, &c.; contingent expenses, which consist of insurance against fire, &c., includes a portion of the machinery employed in the coal business.

The item for repairs of depot also includes expenditures made to furnish additional room for engines and machinery required for this business.

The largest portion of the item in last years' report under head "Repairs of engines and cars," was on account of this business.

I have not therefore, I think, made any charge that does not properly belong to it, while I have given it credit for some, of which it should bear its proportion.

The cost last year of transporting 1,563,010 bushels of coal was 2.018 cents per bushel, which, as will be seen, is a little less than the cost of transportation for three months of the present year; the difference being .412 of a cent in favor of last. The trains last year averaged 78.5 tons of coal net in each train.

Those for the three months, viz: September, October and November of the present year, only averaged 65.14 tons nets per train.

NOTE.—From information received subsequently to the meeting of the Board, I find that I was in error in regard to the Baltimore and Ohio Railroad Company, having kept their rates at  $1\frac{1}{2}$  cents per ton per mile until last fall, and find that on the expiration of the contract alluded to by me, they reduced the freight to \$1 75 cents per ton from Cumberland to Baltimore, or 1 cent per ton per mile, at which rate it remained until last fall, when it was raised to \$2 25 cents per ton from Cumberland, and \$2 56 $\frac{1}{4}$  cents from Piedmont.

# STATEMENTS PREPARED BY THE TREASURER.

A.

*Statement of Income in seven years, from May 1838 to May 1845.*

YEARS.	LOCAL TRAVEL.	THROUGH TRAVEL.	MAIL PAY.	MAIN ROAD FREIGHT.	BRANCH ROAD FREIGHT.	TOTAL
1838 to 1839	41,713 19	-	2,880 47	7,383 03	-	\$51,976 69
1839 to 1840	39,473 15	3,671 84	5,440 24	16,114 79	-	64,700 02
1840 to 1841	38,908 68	4,746 45	5,491 30	21,797 34	-	70,943 77
1841 to 1842	33,861 16	6,450 28	5,446 25	20,007 38	-	65,765 07
1842 to 1843	23,078 88	5,383 25	5,411 28	19,916 96	-	53,790 37
1843 to 1844	22,772 73	7,883 11	5,531 64	17,205 51	551 64	53,944 63
1844 to 1845	23,858 50	7,870 61	5,794 48	16,609 83	4,762 76	58,896 18
	223,666 29	36,005 54	35,995 66	119,034 84	5,314 40	420,016 73

STATEMENT A.—CONTINUED.

*Statement of income in eight years, from May 1845 to May 1853.*

YEARS.	LOCAL TRAVEL.	THROUGH TRAVEL.	MAIL PAY.	MAIN ROAD FREIGHT.	BRANCH ROAD FREIGHT.	CLOVER HILL TRAVEL AND FREIGHT.	NORFOLK TRAVEL AND FREIGHT.	COAL FREIGHT.
1845 to 1846	26,923 87	9,792 17	5,814 48	18,648 36	5,484 07	747 04	2,863 15	\$11,458 08
1846 to 1847	29,085 03	9,428 16	5,818 48	17,609 36	5,408 76	1,678 78	2,863 15	24,418 57
1847 to 1848	27,126 47	10,061 82	5,666 47	20,265 75	6,815 65	2,385 86	3,112 48	32,311 50
1848 to 1849	26,880 35	9,673 78	2,868 12	16,644 08	8,964 94	2,100 47	5,362 50	26,663 84
1849 to 1850	28,175 71	11,084 90	5,818 48	18,137 48	5,956 18	2,393 24	3,572 87	25,045 00
1850 to 1851	35,074 24	16,861 78	5,816 48	18,870 00	8,554 32	2,738 62	3,584 26	25,798 47
1851 to 1852	36,428 06	13,580 04	6,072 74	17,563 43	7,066 21	1,968 01	3,441 60	23,893 23
1852 to 1853	35,655 97	18,687 13	7,345 55	23,243 13	7,962 43	1,900 31	3,156 66	28,038 03
Local travel,	245,349 70	99,169 78	45,220 80	150,981 59	56,212 56	15,912 33	25,093 52	197,616 72
Through travel,	99,169 78							
Mail pay,	45,220 80							
Main road freight,	150,981 59							
Branch road freight,	56,212 56							
Clover Hill travel and freight,	15,912 33							
Norfolk travel and freight,	25,093 52							
Total,	637,940 28							

of 7 sources of income in eight years. Total, 197,616 72 coal freight in eight years.

637,940 28  
 197,616 72  
 -----  
 Total, 835,557 00

## No. 1, B.

Expense of transportation of the four original branches of Income, viz :  
Local travel, through travel, mail pay, and main road freight, and of  
\$5,314  $\frac{1}{6}$  branch road freight, in seven years;—exclusive of extraor-  
dinary expenses, of interest, and of plate iron laid in 1843-'4:

1838 to 1839,	-	-	-	-	-	28,959,29
'39 to '40,	-	-	-	-	-	34,136,76
'40 to '41,	-	-	-	-	-	42,365,68
'41 to '42,	-	-	-	-	-	43,377,93
'42 to '43,	-	-	-	-	-	43,608,87
'43 to '44,	-	-	-	-	-	39,663,06
'44 to '45,	-	-	-	-	-	41,957,92

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274,069,51

Plate Iron included in this amount now deducted,

24,795

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249,274,51

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Expense of transportation of all the eight branches of Income in eight  
years, adding the loss in weight of iron laid in 1843-'4, excluding  
extraordinary expenses and interest:

1845 to '46,	-	-	-	-	-	45,282,10
'46 to '47,	-	-	-	-	-	58,319,16
'47 to '48,	-	-	-	-	-	76,884,22
'48 to '49,	-	-	-	-	-	72,810,14
'49 to '50,	-	-	-	-	-	72,542,54
'50 to '51,	-	-	-	-	-	76,026,09
'51 to '52,	-	-	-	-	-	80,740,02
'52 to '53,	-	-	-	-	-	84,999,72

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567,603,99

Add 10 per cent. for loss of weight of iron, 24,795 being  
the cost,

2,479,50

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570,083,49

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Coal transported in 8 years to Richmond, Petersburg and Walthall:

1845 to '46,	-	-	-	-	-	459,905 bushels
'46 to '47,	-	-	-	-	-	1,058,190
'47 to '48,	-	-	-	-	-	1,584,555
'48 to '49,	-	-	-	-	-	1,326,050
'49 to '50,	-	-	-	-	-	1,252,250
'50 to '51,	-	-	-	-	-	1,329,420
'51 to '52,	-	-	-	-	-	1,380,983
'52 to '53,	-	-	-	-	-	1,559,280

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9,950,633

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Average per annum 1,243,829 bushels.



Statement shewing what would be a profitable rate of transportation, taking the above 1,243,829 bushels as the annual average:

Assuming that the second mode of calculation is the most correct, the whole loss in 8 years was 68,747,23

Average per annum,	8,593,40
The whole coal receipts of 8 years were 197,616,72	
Average per annum,	24,702,09
6 per cent. on 15,798,71 (per first calculation,) the coal proportion of branch road outlay,	947,92
6 per cent. on 60,000, the outlay for coal engines and cars,	3,600,00
	<hr/> 37,483,41

37,483,41 divided by 1,243,829, the average quantity transported in 8 years, gives the rate of 3 cents and a small fraction per bushel.

### SUMMARY STATEMENTS.

The transportation business of the Richmond and Petersburg Railroad company, has been in operation 15 years, to 1 May, 1853.

The object of the statements which have been prepared, is to shew, by four different modes of calculation, founded on the actual receipts and expenses of the 15 years, the expense of transporting coal from the Clover Hill Mines.

For this purpose, the 15 years are divided into two periods, the first comprising the 7 years previous to the commencement of coal transportation, and the second, the eight years during which it has been transported.

During the seven years there were four branches of income, viz: Local travel, through travel, freight and mail pay; and during 2 years of the 7, the sum of 5,314  $\frac{1}{4}$ ¢ was received for branch road freight. The four branches were produced by transportation over the main road 22 $\frac{1}{2}$  miles long.

During the eight years there were three new branches of income added to the four original and the branch road freight, viz: Coal transportation, travel and miscellaneous freight to and from the mines, and Norfolk travel and freight. The average distance, on the company's roads, of the four new branches is 11 $\frac{2}{3}$  miles.

The amount of receipts in 7 years, per statement marked A, is	420,016,73
The amount of receipts in 8 years, <i>exclusive of coal freight</i> , per statement A, is	637,940,28
The amount of coal freight in eight years, per statement A, is	197,616,72
The amount of receipts in eight years from all the eight branches, is	835,557,00
The amount of expenses of transportation in seven years, per statement B, is	249,274,51
The amount of expenses of 8 years transportation of all branches, per statement B, is	570,083,49

## FIRST MODE OF CALCULATION,

Making the expense of coal transportation bear the same proportion to the whole expense, as the coal receipts bear to the whole receipts:

Whole receipts 8 years,	-	-	-	835,557,00
Whole expense of 8 years,	-	-	-	570,083,49
Coal receipts do.	-	-	-	197,616,72
Coal expense do.	-	-	-	140,107,67

Add the original stock of engines and cars, worn out in eight years, viz :

4 engines at 7,000=28,000; 80 cars at 225=	
18,000,	46,000

8 years interest on 46,000,	22,080
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The cost of branch road and property, is an average of 47,539,09

Deduct therefrom the cost of engines, cars and iron, 20,250,41

27,288,68

Of 27,288,68, the proportion applicable to coal transportation on the branch road, in the ratio it bears to the whole transportation on this road, is 15,798,71

8 years interest on 15,798,71, is 7,583,38

Amount of iron laid on branch road, 3,330

Coal proportion of which, is 1,930

10 per cent loss in weight in 8 years, is 193,00

8 years interest on 1,930, is 926,40

8,702,78

76,782,78

Total coal expense, by this calculation, in 8 years,

216,890,45

Total coal receipts in 8 years,

197,616,72

Loss in eight years,

19,273,73

## SECOND MODE OF CALCULATION.

The whole expense of 8 years, is 570,083,49  
Assigning to the receipts of seven branches, (excluding coal,) the same proportion of 570,083,49 that the receipts of seven years, 420,016,73,



bear to the expenses of seven years, 249,274,51,	
the proportion amounts to	378,609,32
Add the same proportion of 2,479 $\frac{1}{8}$ %, being 10	
per cent. loss in weight of plate iron laid in	
1843 '4,	1,893,00
Whole expense of seven branches of income in	
8 years,	380,502,32
Whole expense of 8 years brought down,	570,083,49
The residue is the expense of coal transporta-	
tion in 8 years,	189,581,17
Add the amount of wear and tear, and interest,	
as stated in the first mode of calculation,	76,782,78
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	266,363,95
Amount of coal receipts in 8 years	197,616,72
	<hr/>
Loss in 8 years	68,747,23
	<hr/>

### THIRD MODE OF CALCULATION.

Apportioning the expense of coal transportation to the number of miles	
run:	
The whole number of miles run in 1852-'3,	
was	110,444
Of which the number of miles run in local trans-	
portation, was	45,515
The whole expense in 1852-'3 of transportation	
of all the 8 branches, was	84,999,72
If 110,444 cost \$84,999,72—45,515 miles will	
cost	35,028,00
Amount of coal freight in 1852-'3,	28,038,03
	<hr/>
Loss on transportation of 1,559,280 bushels in	
1852-'3,	6,989,97
The same proportion on the whole quantity	
transported in 8 years—9,950,633 bushels—	
gives the total loss in 8 years,	44,607,
To which add wear and tear, and interest, as	
stated in the first calculation,	76,782,78
	<hr/>
Loss in 8 years,	121,389,78
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### FOURTH MODE OF CALCULATION,

The whole cost of main and branch roads and property, according to the average of the reports

of 1849 and 1850, is	936,502,69
8 years interest thereon amounts to	449,521,29
8 years total ordinary expenses, amount to	570,083,49
	<u>1,019,604,78</u>

If the whole amount of receipts in years— 835,557—give 1,019,604,78, the amount of coal receipts—197,616,72—will give	241,022,00
To which add the cost of the first set of engines and cars now worn out, which were wholly employed in coal transportation,	46,000,00

	<u>287,022,00</u>
Amount of coal receipts in 8 years,	<u>197,616,72</u>

If 6 per cent. interest be charged on the coal pro- portion of cost of roads and property, the de- ficiency is	<u>89,405,28</u>
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JOHN WILLIAMS,  
*Treasurer.*

*Statement of cost of a Coal Train from Richmond to Clover Hill Pits,  
and back to Richmond.*

One engineer's wages at \$2 80 per diem average,	2 80
One fireman's wages at \$1 " "	1 00
Two brakemen's wages at \$1 " "	2 00
Wood for fuel in <i>tender sawed</i> , $4\frac{1}{2}$ cords, at \$2,	9 00
Oil for engine and tender,	0 75
Oil for twenty-five cars,	1 13
Repairs of engine and tender, at 9 cents per mile run, (per report 1853)	5 94
Repairs of cars at 7 cents per mile run, (per report 1853)	4 34
Assistant engine, $6\frac{1}{4}$ cents per ton, $78\frac{7}{8}$ tons, (per report of 1853)	4 82
Water, 4,000 gallons pumped and received,	1 00
Agents, oilers, hands, turning, &c., 4 cts. per ton, $78\frac{7}{8}$ tons,	3 15
Average cost of engine and tender \$7,500, $1\frac{1}{2}$ needed to keep one running, lasting 6 years, and making average of 221 trips per annum, or 1,326 trips in 6 years, dividing cost of $1\frac{1}{2}$ engine and tender, or \$11,250 by 1,326 trips, gives for each trip,	8 48
Average cost of twenty-five cars, \$275 each, \$6,875, lasting 5 years and making 221 trips per annum, or 1,105 trips in five years, dividing \$6,875 by 1,105 trips, gives for each trip,	6 13
Average interest for three years on 11,250, cost of $1\frac{1}{2}$ engine and tender, is \$2,025, which divided among 1,326 trips is for each trip,	1 53
Average interest for $2\frac{1}{2}$ years on \$6,875, cost of 25 cars, is \$1,031 $\frac{2}{3}$ , which divided among 1,105 trips, gives for each trip,	0 93
	<hr/> 53 00

CREDITS.

By old engine and tender worth \$3,500, divided among 1,326 trips, gives a credit to cost of each trip of	2 64
Nett cost of each trip or of transporting $78\frac{7}{8}$ tons, or 2,361 bushels of coal to Richmond, 31 miles, equal to $2\frac{1}{8}$ cts. per bushel, or $64\frac{1}{8}$ cents per ton to Richmond, or $2\frac{7}{8}$ cents per ton per mile,	50 46
Adding 2 cents per ton per mile <i>toll</i> over 13 miles of road of Richmond & Petersburg road to $2\frac{7}{8}$ cents per ton per mile, cost of transportation, we have $4\frac{7}{8}$ per ton per mile over 13 miles,	52 $\frac{9}{10}$
And 18 miles of transportation only at $2\frac{7}{8}$ per ton per mile,	37 $\frac{2}{10}$
Cost of bringing 1 ton or 30 bushels to Richmond, cts., or a very small fraction over 3 cents per bushel.	90 $\frac{1}{10}$
Adding 10 per cent. on cost for profit, and rate will be $3\frac{3}{10}$ cents per bushel.	

*Statement of cost of Coal Trains to Petersburg and Port Walthall.*

1ST.—TO PETERSBURG.

18 miles transportation, at 2.07 cents per ton per mile,	37.26
9½ miles transportation and tolls, at 4.07 cents per ton per mile,	38.67
	<hr/>
Cost of 1 ton or 30 bushels to Petersburg,	00 75.93
Equal to 2.53 cents per bushel.	
Adding 10 per cent. on cost for profit, and rate will be 2.78 cents per bushel.	

2ND.—TO PORT WALTHALL.

18 miles transportation, at 2.07 cents per ton per mile,	37.26
6½ miles transportation and tolls, at 4.07 cents per ton per mile,	26.45
	<hr/>
Cost of 1 ton or 30 bushels to Port Walthall,	00 63.71
Equal to 2.12 cents per bushel.	
Adding 10 per cent. on cost for profit, and rate will be 2.33 cents per bushel.	

These three rates on the number of bushels carried to each place, would give an *average* rate on the transportation of *all* of 2.446 cents.

PETER V. DANIEL,

*President.*



PROCEEDINGS  
OF  
THE STOCKHOLDERS  
IN THE  
RICHMOND AND PETERSBURG  
RAILROAD COMPANY,  
AT  
THEIR GENERAL MEETINGS,  
AND  
REPORTS  
MADE BY THE PRESIDENT AND DIRECTORS  
TO THE  
STOCKHOLDERS,  
NINETEENTH MEETING, MAY 30, 1854.

RICHMOND:  
H. K. ELLYSON, PRINTER, MAIN STREET.  
1854.





NINETEENTH  
ANNUAL MEETING OF THE STOCKHOLDERS,  
HELD ON TUESDAY, MAY 30, 1854.

At a meeting of Stockholders of the Richmond and Petersburg Railroad Company, at the office of the Company in Richmond, on Tuesday, 30th May, 1854,

Mr. Francis E. Rives was appointed Chairman of the meeting, and John Williams Secretary.

The Chairman appointed Messrs. James H. Cox, Wirt Robinson and Roscoe B. Heath a committee to examine proxies.

The committee reported that they had examined the proxies, and found them to correspond with the list thereof, which report was approved.

Mr. Francis E. Rives then resigned the Chair, and Mr. Gustavus A. Myers was appointed Chairman of the meeting.

There being present, in person and by proxy, private Stockholders entitled to 1,260 votes, and the proxy of the Board of Public Works, Mr. William F. Watson, entitled to 840, being two-thirds of the votes of private Stockholders; in all 2,100, (the whole number that could be given being 2,507,) the meeting proceeded to business.

The following report was presented by the President and Directors, and read.

# ANNUAL REPORT

## *Of the Board of Directors of the Richmond and Petersburg Railroad Company.*

The Board of Directors of the Richmond and Petersburg Railroad Company respectfully submit to the Stockholders this their annual report, together with the accompanying statements, exhibiting the condition of the affairs of the Company on the 30th of April, 1854, and of its business during the year preceding that date.

In pursuance of the resolutions adopted at the last annual meeting of the Stockholders on the 31st May, 1853, the President and Treasurer, with the concurrence of the Board of Directors, in the expediency of the resolution of the Stockholders, proceeded to issue and dispose of the convertible coupon bonds authorized by those resolutions and by the act of Assembly, all of which bonds were, under the proviso in the first of those resolutions, taken and paid for in monthly installments by the Stockholders of the Company; and were secured in conformity to the 3d of those resolutions by a deed of trust, which was duly recorded according to law.

It will be seen from the accompanying statements, that of the proceeds of sales of those bonds, \$61,556 71, including \$6,890 04 of exchange, commission and interest, were promptly applied to the extinguishment of the Company's bonds, then past due in England, and \$12,000 to the payment of its bonds past due here. A further amount of \$43,142 17 of those bonds was applied to the payment of the certificates of debt for dividends in the hands of the Stockholders, by receiving from those Stockholders who took the coupon bonds those certificates (which were bearing interest) in part payment for the coupon bonds. After these payments, there remained an amount of \$58,301 12 of the proceeds of the sales of these coupon bonds applicable to the payment of \$24,166 13, the balance of these dividend certificates, which were not claimed to be redeemed, and to the discharge of the debt, of \$33,408, due to the Commonwealth for guaranteed dividends, which accrued during the year 1843 to 1849 inclusive. For this last debt, the act of Assembly above mentioned, authorized the Board of Public Works, at their option, to receive payment in the stock, thereby authorized, with-

in thirty days after the acceptance of the said act by this Company. The resolutions adopted at the last annual meeting were promptly communicated to the Board of Public Works, and an opportunity afforded them of taking those coupon bonds convertible into the stock of the Company; but that Board did not avail itself of the privilege of taking them in discharge of the interest-paying debt due from the Company to the State. There remained, therefore, under the control of the Company, out of the proceeds of sales of those coupon bonds, a balance of \$58,301 12, of which \$24,166 13, the balance of the unredeemed dividend certificates, in the hands of Stockholders, were not demandable till the 1st of July, 1859, and the residue, \$33,408, was, by the act of Assembly, passed March 9th, 1850, payable when the Company should declare and pay dividends on its capital stock. In the meantime, it would be proper that this balance should be invested in some mode, which would be profitable to the Company, at least to the extent of the interest accruing on that amount of its coupon bonds, the sale of which produced it.

In the judgment of this Board, no investment of this fund, which this Company could make, would be so profitable to it as would be the expenditure of the whole fund, together with any other available means of the Company, in the reconstruction of the track of its road with iron rails, as the decrease of the annual cost of repairs of the road-way alone would be equal to the interest on this fund, and a very considerable sum towards defraying the principal.

For these and other similar reasons, the Board, acting under the general authority vested in them, and especially in pursuance of the resolution adopted at the annual meeting of the Stockholders on the 1st June, 1852, determined at once to commence, and vigorously prosecute, so far as the means of the Company would admit of it, the renewal and relaying of the track of the road with iron edge rails. A purchase of 327 tons of English rails, of about 51 lbs. to the lineal yard, at \$70 per ton, was therefore made in the last summer of James Dunlop in Petersburg, and they were laid during the summer and early autumn on that part of the road, which was most used between the junction of the Clover Hill and Port Walthall roads. Estimates were carefully made of the probable cost of renewing and relaying in the same manner the whole track of the main road and branch road to Port Walthall, from which it appeared that at the prices of materials, labor and supplies then current, it would probably amount to about \$190,000. But experience has since proved, that the impracticability of procuring in time iron rails, exactly the weight calculated on, the heavy grading and ditching re-

quisite, and the great advance in the prices of labor, materials and supplies, will now make the actual cost exceed the estimate of \$190,000, about \$30,000; making the total cost of reconstruction of the track of the road and branch road amount to about \$220,000.

A reduction of the cash resources of the Company was caused by the purchase made by the Board in November last for \$16,000 cash, of two lots on Byrd street, fronting the Company's depot in Richmond, which were unexpectedly offered to the Board at this price, which is far less than its present market value. This property was believed to be essential to the wants of the Company for the protection of its cars and locomotives, and the accommodation of its increasing business.

The expediency of completing the reconstruction of the track, at the earliest practicable period, must, we believe, commend itself to the conviction of every Stockholder. In addition to the reasons before mentioned for its commencement, equally applicable to its speedy completion, it may be sufficient to notice the following. This work was commenced in the month of September last, and with all the obstacles resulting from difficulties and delays in procuring materials, and the interruptions and difficulty of keeping it level, caused by bad weather during the winter and spring, and from the passage of 12 to 14 trains a day over it, about 12 miles only were re-laid on the 1st day of this month. And yet the Treasurer's statement shows a diminution in the cost of repairs of track during this year of high prices for labor, &c., (during only a portion of which any of the work was done,) as compared with the same item of expense during the last year of \$7,452 31. The benefits resulting to the Company, from a partial reconstruction of its track, bear no adequate proportion to those, it would derive from its speedy completion. The force requisite to keep the remaining unrenewed portion in repair, would be disproportionately large. The same cars and motive power passing over these two descriptions of road, so different from each other, if most suitable and economical for one, would be least so for the other.

In view of these considerations, the President of the Company, at the suggestion of some of the Stockholders, and with the concurrence of a majority of the Directory, applied for and obtained from the Legislature of Virginia the act of Assembly, authorizing the issue of seven per cent. bonds by this Company, passed February 18th, 1854, a copy of which is herewith submitted for the consideration and action of the Stockholders. As few or no railroad securities, which bear less than seven per cent. interest, and have no additional privilege given by them to the holders, can command a price at or near their par value, it was



deemed expedient to authorize the payment of that rate of interest on those bonds, which, if issued, will enable the Company to accomplish the objects recited in the preamble to the act.

A thorough revision of the tolls on freights, other than coal transported over this road, was made by the Executive officers and the Directory during the last summer, and has considerably increased the receipts on corresponding amounts of freights, without exceeding the rates of tolls of other surrounding roads. At the same time the Board were nearly unanimous in their strong conviction of the propriety of increasing the tolls on coal transported by this Company for the Clover Hill Railroad and other coal-mining companies; but as those companies had made their arrangements and calculations for the business of the current year on the expectation of the continuance during that period of the tolls then charged, the Board deemed it proper merely to apprise them, that prior to the 1st January last a new rate of tolls would be established, to take effect from that date.

This was accordingly done, and the tolls on coal fixed at rates below which it is believed this Company could not afford to do this transportation. Those tolls are now 3 and 3-10ths of a cent per bushel to Richmond, 2 and 3-4 cents per bushel to Petersburg, and 2 and 1-3d cents per bushel to Port Walthall; being an advance of an average of 68-100ths of a cent per bushel on the previous tolls for the amount of coal transported during the year ending May 1st, 1853. This change has elicited some dissatisfaction and remonstrance from the Clover Hill Railroad Company, which the Board will still hope may be allayed by a more thorough examination into the subject, and maturer consideration of it by them; as a very careful investigation of it by the officers of this Company, with the aid of all the information they could derive from the accounts and business experience, both of this and other companies, has confirmed in them and the Board the conviction, that no reduction in the present tolls on coal could be made without a serious risk of loss to the Company.

The subject of the compensation paid by the Federal Government for the transportation of the mail, is one of great and growing interest to this and every other Railroad Company. Since the commencement of this Company's contract with the Post Office Department in April 1851, the number of daily trips over the road for the mail has been, in January 1852, doubled, for which additional service additional compensation to the extent of only about 26 per cent. was allowed, although it involved the necessity of a much greater proportionate increase of expense, not only in costs of daily transportation, but in the requisite enlargement of



the Company's stock of locomotives and cars. The great and daily growing increase of the weight and volume of the mails, resulting partly from the reduction in the rates of postage, but much more from the unlimited use and abuse of the franking privilege, has still more contributed to make the transportation of the mail on railroads most expensive and onerous to the companies performing it. In addition to these inconveniences and expenses, the hours in which this transportation should be done, being under the control of the Post Office Department, have often, and especially during the past year, been so fixed as to require never less than one, generally two, much of the year three, and sometimes even four trains to be run before and after daylight, so as to greatly hinder and reduce the local travel, which must and would otherwise pass frequently over this road. And although the act of Congress expressly authorized the Postmaster General, where *one half* of the service over any mail route should be performed in the night season, to pay therefore an additional compensation of 25 per cent., yet the application by the President of this Company, for such additional compensation in a case so eminently deserving it, was met by a positive refusal, and all his remonstrances against such injurious schedules of mail hours disregarded and unnoticed. On the contrary, at the recommendation of the Postmaster General a bill is now pending in Congress, the effect of which, if passed, will be to place all railroad companies, transporting the mail, still more under the control of the Post Office Department, and to reduce the compensation for mail service, at least in the South, to one-half its present rate. Fortunately this movement has aroused the attention and action of the country generally, and especially of the railroad companies throughout its extent, who, at a convention lately held, have determined to lay promptly before Congress a memorial, setting forth such facts as cannot fail, it is confidently believed, to prevent the passage of the proposed law, and to demonstrate to every unbiased mind its injustice and the propriety rather of increasing than diminishing the existing rates of compensation for transportation of mail over railroads.

The same convention, it is believed, will be productive of much benefit to this and other companies, as well as to the traveling community, in having given rise, by consultation together, to many useful suggestions and measures for the promotion of facilities in traveling between New Orleans and New York.

From the Treasurer's statements, it will be seen that the total income of the Company, during the past year, is \$139,437 70, being an increase of \$13,420 37 on the income of last year; an increase which would have been much greater if the revised rates of tolls had not taken effect when much of the year's business had been done.

The total amount of ordinary current expenses is \$92,435 52; or if the excess of stock of materials on hand, over the stock on hand last year, be deducted, it is \$88,835 52, leaving an increase of \$4,335 80 on the working expenses of last year, which is to a great degree, if not wholly, chargeable to the condition of the old track of this road, and, still more, to the condition of the Clover Hill Railroad.

The apportionment of these ordinary transportation expenses, only so far as they were capable of actual ascertainment among the coal, branch road, and other branches of the business of the road, has been made in the items of the Treasurer's statement of those expenses. But in addition to the amounts therein charged to each of those branches, there is properly chargeable to each of them a proportion of nearly all the ordinary current working expenses, which proportion, under circumstances heretofore existing, could be the subject only of estimates, more or less conjectural, and upon the principles of which much difference of opinion exists. The fact that the same engines, fuel, oil and other supplies, together with the persons engaged about them, have been employed on each of these different branches of business, illustrates one of the obstacles to an exact or even approximate ascertainment of the cost of transportation on each. The more adequate supply of motive power and cars, which the Company will have during the ensuing year, allowing a greater separation of the force and equipments employed about each branch of transportation, and some changes in the regulations and system of accounts of the Company, now rendered more practicable, will, it is believed, enable its officers to present hereafter separate accounts of the expense of each branch of its business, much more nearly approximating, if not entirely attaining completeness and perfect accuracy.

The surplus revenue of \$50,602 18, it has been deemed proper, if not necessary, to apply, after paying interest due on the debts of the Company, to enlarging the Company's stock of motive power and cars, &c., for the accommodation of the increasing business of the road, as shown in the accompanying statement of extraordinary expenses. It is confidently expected that a comparatively small amount of this class of expenditure will be needed during the ensuing year, and probably for several years; the Company being now for the first time for the greater portion, if not the whole period of its existence, in possession of a supply of motive power and cars, adequate, or nearly so, to the exigencies of its business. Supposing that as much as \$15,000 were expended for this purpose during the ensuing year, there would remain a balance of saving in this class of expenditure (supposing the receipts and ordinary

expenses to be during the next year what they were the last) of \$20,564 71, applicable to the payment of interest on the debts of the Company, and dividends. To this may reasonably be added a further saving of at least \$12,000 more in diminished repairs of track and of locomotives and cars, and an increase of certainly not less than \$15,000, and more probably, under the new rates of tolls, over \$20,000 in the next year's receipts from transportation; making an aggregate of \$52,000 applicable to the payment of interest and dividends.

The amount of interest, payable during the year, is at present \$13,954 45, and would if the whole amount of bonds, authorized by the law of last winter, were issued at once, (which will not be needed, unless it will be better to sell them for secured interest bearing paper, which would equally save interest,) amount to \$24,454 45, which would leave a balance applicable to dividends of \$27,000, or about 4 per cent. on the capital stock of the Company. This calculation is believed to be a very moderate one, and one which experience will probably more than realize.

It is a question well worthy of the consideration of the Stockholders, whether these earnings of the Company shall be applied only to a partial reconstruction of their road, on a solid, permanent and more economical plan, or to dividends upon their stock, defraying the expense of this permanent improvement and addition to their property, and to its value out of a loan, payable at such a remoter date as will enable the Company to meet its ultimate payment out of its increased business and diminished expenses, with a better road and adequate equipments.

It is a fact not generally known, but which, if generally known, would most materially correct and enhance the public estimate of both the previous history and future prospects of this Company, that it commenced its operations with a capital stock wholly inadequate to the business it has since undertaken; but that it has at length, through a series of years, supplied that deficiency to the extent of over 58 and a half per cent. on its original capital stock out of the earnings of its business. This fact alone, without enquiring into other causes, which have more or less contributed to that result, sufficiently accounts for the failure of the Company heretofore to pay dividends, except the \$33,408 of guaranteed 6 per cent. dividends paid to the Commonwealth, and the \$43,142 17 paid to stockholders on account of dividend certificates of \$23 13 per cent. on their stock.

The amount of capital stock of this Company subscribed and paid for to the 1st May, 1854, is \$679,873 94, and the amount of its liabilities to the same day is \$259,616 13: making an aggregate of means, other

than its earnings, which it has enjoyed since its inception, of \$939,490 07. But the amount it has paid to this day for the original construction of its road and branch road, and for addition to its stock of motive power and cars, and other property and equipments of the road, and in dividends to the State and other Stockholders during the same period, as will be seen by the accompanying statements of the Treasurer, is \$1,337,362 84, being an excess of \$397,872 47, or over 58 and a half per cent. of its whole capital stock paid in, which it has paid out of its earnings towards additions to its property, rendered necessary by its constantly increasing business, to the amount of \$321,322 30, and in dividends \$76,550 17, besides defraying its annual expenses of repairs and transportation. \* If the expense of the permanent reconstruction of the road be provided for by the proposed loan, these annual earnings, it is believed, will discharge the interest, and ultimately the principal of the Company's indebtedness, after paying a fair and increasing dividend on the stock, those earnings having at length nearly provided the Company, for the first time, with an equipment and accommodations commensurate with its business wants.

The condition of the road, works and property of the Company, is fully set forth in the statements of the Superintendent, and is also alike gratifying and encouraging. The conduct of the officers and agents of the Company has been marked by efficiency, and fidelity, and attention to their duties.

All of which is respectfully submitted.

Signed on behalf of the Board of Directors.

P. V. DANIEL, JR., *President.*

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\* NOTE.—This amount of indebtedness does not include an unsettled account of about \$10,400, for iron, rails, &c., recently received, though not used on the 1st May, and which is not included in the amount of \$1,337,362 84, given as the aggregate cost of the property of the Company, and will not therefore affect the balance, or the result of this statement.



The said report, with the accompanying documents, were received and approved :

## AN ACT

*Authorizing the issue of seven per cent. bonds by the Richmond and Petersburg Railroad.*

PASSED FEBRUARY 18, 1854.

Be it enacted by the general assembly, that it may and shall be lawful for the Richmond and Petersburg Railroad Company to issue coupon bonds bearing interest at the rate of seven per centum per annum, the principal to be payable at such time and place as may be deemed by the Company most expedient, and the interest to be paid semi-annually at such place as may be determined on for the payment of the principal of such bonds, to such extent as may be requisite to enable the said Company to complete an edge-rail superstructure over the whole length of their railroad and of their branch road to Port Walthall, and for the purpose of making improvements in the structures on the line of their road, and such additions to their stock of motive power and cars as they may deem advisable ; provided, that the whole amount of bonds which shall be issued under this act shall not exceed the sum of one hundred and fifty thousand dollars.

Be it further enacted, that the said Company be and they are hereby authorized to sell and dispose of the bonds authorized by this act, in such mode and on such terms as they may deem advisable, and to give such security for the punctual payment of the said bonds as they may deem expedient.

This act shall be in force from its passage.

STATE OF VIRGINIA,

*City of Richmond, to wit:—*

I, St. George Tucker, clerk of the house of delegates and keeper of the rolls of Virginia, do hereby certify that the foregoing is a true copy of an act passed by the general assembly of Virginia, February 18th, 1854. Given under my hand this 24th March, 1854.

ST. GEORGE TUCKER,

*C. H. D. & K. of the R. of Va.*

The report of the examining committee was read, received and approved :

*Report of Examining Committee of the Richmond and Petersburg Railroad Company.*

The undersigned, two of the committee appointed at the last annual meeting of the Company, report, that on Saturday the 27th inst., accompanied by the President of the road, P. V. Daniel, esq., and the Superintendent, Mr. Thomas Dodamead, they examined the entire road. They find the road from Richmond to Petersburg, and from the Junction to Port Walthall, in good order; the part including at this time about 13 1-2 miles, laid with heavy rail, done in the most substantial and workmanlike manner, and we think equal to any road in the Union.

As regards the branch road leading to the Clover Hill coal pits, they deem it their duty to report that the condition of that road is such, that the transportation on it in its present dilapidated condition is dangerous, and in our opinion must be attended with serious loss to the Company, in consequence of damages to their engines and cars. We would respectfully suggest to the Directors of the Richmond and Petersburg Railroad Company, an examination of the condition of this branch of the road, and that the terms agreed on with the Clover Hill Railroad Company be complied with, if the original contract on that subject be binding on them, and if not, that proper measures be taken to require the road to be put in order by the said Company.

The workshops and machinery, the cars and locomotives and the depots, appear to be in good order, and reflect credit on the Superintendent of that department.

Your committee, with the aid of Mr. F. Anderson, have also examined the books and accounts of the Company, and as far as they are enabled to judge, find them accurately and neatly arranged, and the proper voucher for each expenditure charged.

All of which is respectfully submitted.

30 May, 1854.      JAMES BOSHER, }  
HENRY C. CABELL, } *Committee.*

I concur in the above report, so far as the examination of the books and accounts are concerned.

FRED. ANDERSON.

May 30, 1854.



Mr. Holden Rhodes offered the three following resolutions, which were unanimously adopted:

I. *Resolved*, That the act of the general assembly of Virginia, entitled an act authorizing the issue of seven per cent bonds by the Richmond and Petersburg Railroad. Passed on the 18th day of February, 1854, be and the same is hereby accepted by this Company.

II. *Resolved*, That the President and Treasurer be, and they are hereby authorized and instructed to issue, and the President to sell and dispose of, coupon bonds of the Company bearing seven per cent interest, in amounts of five hundred dollars each, payable at the office of the Company on the first day of June, 1875, (the interest on said bonds to be paid semi-annually, at the said office, on the first days of June and December of each year,) to such extent, not exceeding in the aggregate one hundred and fifty thousand dollars, as may be requisite to complete an iron edge rail superstructure the whole length of this Company's railroad and branch road to Port Walthall; and for the purpose of making improvements in the structures on the line of the said road, and such additions to stock of motive power and cars as may be deemed advisable.

III. *Resolved*, That to secure the punctual payment of the interest and principal of the said bonds, the President be and he is hereby authorized and instructed to execute and deliver to such person as he may see fit, a deed of trust or mortgage, in the most secure and binding form, on all the works and property, rights, privileges and franchises of the Company, acquired and to be acquired, conditioned for the punctual payment of the interest and principal of the said bonds; and especially, providing that if the interest due on any of the said bonds shall be and remain unpaid for the period of sixty days, after the same shall be due and demanded, the principal sum of all the said bonds outstanding shall forthwith be due and payable, and it shall be the duty of the trustee named in the deed, or any successor named in or appointed under the same, on the demand of the holder of any such bond or bonds, to sell at public auction, in the city of Richmond, (giving at least forty days notice of the time, place and terms of sale, by publication in one or more newspapers published in each of the cities of Richmond, Philadelphia and New York) the works and property, rights, privileges and franchises conveyed in the said deed; and out of the proceeds of said sale to pay the principal and interest due on all the said bonds, which may be then outstanding; although the said interest should, after the said period of sixty days shall have elapsed, be tendered. And the President

and Treasurer are hereby authorized and instructed to deliver to the trustee named in the deed, or to any successor named in or appointed under the same, all contracts, papers and agreements or other instruments of writing necessary for the purpose of carrying into full effect, now, or at anytime hereafter, the provisions of the said deed of trust or mortgage.

To the second resolution of Mr. Rhodes, Mr. R. B. Heath offered the following substitute, which was rejected:

*Resolved*, That the Board of Directors of the Company be and they are hereby authorized to issue, sell and dispose of, coupon bonds of the company, bearing seven per cent interest, in amounts of five hundred dollars each, payable at the office of the Company on the first day of June, 1870, (the interest on the said bonds to be paid semi annually, at the said office, on the first days of June and December of each year,) to such extent, not exceeding in the aggregate one hundred and fifty thousand dollars, as may be requisite to complete an iron edge rail superstructure the whole length of this Company's railroad and branch road to Port Walthall; and for the purpose of making improvements in the structures on the line of the said road, and such additions to stock of motive power and cars as may be deemed advisable.

Mr. Holden Rhodes offered the following resolution, which was adopted. Ayes, 1,584—Noes, 457.

*Resolved*, That William F. Watson, Gustavus A. Myers and James Boshier, be appointed a committee, who, in conjunction with a like committee, if such should be appointed by the Clover Hill Railroad Company, shall examine the road of the latter Company, the expenses of the transportation of coal thereon and therefrom, and the profits of such transportation; and that such joint committee, taking to their aid such engineers and accountants as they may agree upon, report the result of their enquiries, particularly the proper rates of freight on coal thereon and therefrom, and such other matters as they may deem pertinent, in order to an amicable settlement of the differences between the two companies, and such report to be made to the Boards of the two companies.

Mr. P. V. Daniel, jr., offered the following resolution, which was adopted. Ayes, 1,785—Noes, 61.

*Resolved*, That the rates of fare for the transportation of passengers over this road, after the 15th day of June, 1854, be not less than the following :

For first class seats,	-	-	-	-	-	-	\$1,25
For colored persons,	-	-	-	-	-	-	75

Mr. Rhodes offered a resolution, that Mr. Daniel's resolution be referred to the Board of Directors. Mr. Rhodes' resolution was rejected.

Mr. Heath moved that an amendment be made to Mr. Daniel's resolution, authorizing the Board of Directors to restore the former rates of travel, if they shall deem it advisable. The amendment was rejected.

On motion, the meeting then proceeded to the election of officers. Whereupon, Mr. Peter V. Daniel, jr., was unanimously elected President of the Company, and Messrs. Holden Rhodes and Richard Barton Haxall were elected Directors on behalf of the Stockholders.

Messrs. Francis E. Rives, Roscoe B. Heath and James H. Cox, were announced to have been appointed Directors on behalf of the State.

Messrs. James Bosher, Frederick Anderson, Henry C. Cabell, William F. Watson and Gustavus A. Myers, were appointed the committee of examination.

On motion,

*Resolved*, That the President take such measures in regard to publishing the report of the President and Directors, and the proceedings of this meeting, as he may deem expedient.

The meeting then adjourned.

G. A. MYERS, *Chairman*.

JOHN WILLIAMS, *Sec'y*.



## A.

*Statement of the affairs of the Richmond and Petersburg Railroad*

## COST OF ROAD AND PROPERTY.

From Richmond to Petersburg, including interest per Statement A 1,	-	-	-	909,233 06	
Of branch road to Port Walthall, including purchase of land, wharves, coal tracks, and cars,				45,539 09	
					<u>954,772 15</u>
Reconstruction of road,	-	-	-		89,153 94
Land purchase, -	-	-	-	-	16,569 17

*Debts due to the Company.*

This Company's stock taken for debt,	-	-	-	5,376 06	
Open accounts, -	-	-	-	9,296 12	
					<u>14,672 18</u>
Cash on hand, -	-	-	-	-	3,524 12

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1,078,691 56

*Company, from the commencement of the work to the 1st of May, 1854.*

CAPITAL STOCK.

Subscribed by individuals, 3,000 shares,	300,000	
Subscribed by the State, old stock, 2,000 shares,	200,000	
New do. 1,856 shares,	185,600	
		<u>685,600</u>

DEBTS DUE BY THE COMPANY.

Dividend bonds to the State, - - -	33,408	
Coupon bonds, due 1st July, 1875, - - -	175,000	
Certificates of debt for dividends, 23,634 14		
Amount to credit of individual stock-holders, - - - - 531 99		
	<u>24,166 13</u>	
Unclaimed interest on certificates of debt, 291 40		
Bills payable, - - - - 39,221 14		
	<u>272,086 67</u>	
Profit and loss, - - - - -		121,004 89
		<u>1,078,691 56</u>

JNO. WILLIAMS, *Treasurer.*

*Richmond, 1st May, 1854.*



## A 1.

*Heads of expenditure for construction of Road and purchase of Property  
to 1st May, 1854.*

Preliminary surveys, - - - - -	2,896	87
Contingent expenses, - - - - -	2,352	74
Purchase of Manchester and Petersburg Turnpike stock, -	23,841	35
Engineering expenses, - - - - -	32,403	99
Real property in Richmond, - - - - -	19,617	24
Land damages, - - - - -	19,209	95
Graduation, - - - - -	167,027	60
Superstructure, - - - - -	111,510	09
Masonry, - - - - -	72,223	29
James river bridge, - - - - -	Masonry, 49,783	03
	Superstructure, 86,050	15
		135,833 18
Falling creek bridge, - - - - -	10,889	30
Swift creek bridge, - - - - -	10,027	79
Kingsland creek bridge, - - - - -	5,496	42
Depots and workshops, - - - - -	13,106	72
Richmond depot, - - - - -	44,029	05
Manchester depot, - - - - -	3,359	04
Water station, - - - - -	1,181	54
Pocahontas depot, - - - - -	8,011	79
Locomotive engines and cars, - - - - -	97,508	69
Omnibus, - - - - -	1,639	83
Officers' salaries, - - - - -	5,717	33
Repairs of turnpike, - - - - -	1,389	97
Interest on loans, - - - - -	113,099	57
Premium on sterling bills and commission on pay- ing loan due in England, - - - - -	6,859	72
		119,959 29
		909,233 06

JNO. WILLIAMS, *Treasurer.*

*Richmond, 1st May, 1854.*

## B.

*Statement of Financial affairs within the year ending 30th April, 1854.*

Cash on hand, 30th April, 1853,		6,941 64	
Debts due by the Company, increased this sum,		102,358 87	
Debts due to the Company, decreased this sum,		4,561 45	
Transportation, received this sum,		139,437 70	
Cost of road and property, increased this sum,	7,060 04		
Reconstruction of road, expended			
this sum,	93,101 40		
Less sales of old railroad iron,	3,947 46		
		89,153 94	
Land purchased in Richmond,		16,569 17	
Transportation—Expenses of trans-			
portation ordinary,	92,435 52		
Extraordinary,	35,564 71		
		128,000 23	
Interest, paid this sum,		8,992 16	
Cash in hand 30th April, 1854,		3,524 12	
		253,299 66	253,299 66

JNO. WILLIAMS, *Treasurer.*

*Richmond, 1st May, 1854.*

*Statement of Income from Transportation from 1st May, 1853, to 1st May, 1854.*

MONTHS.	Local Travel.	Thro' Travel.	Freight.	Branch Road Freight.	Freight of Clover Hill Coal.	Clover Hill Travel and Freight.	Total.
1853—May,	3,354 12	1,376 33	2,819 96	216	2,677 90	163 67	10,607 98
June,	3,018 75	1,320 96	2,893 76	979 22	3,032 30	171 24	11,416 23
July,	3,263 39	1,838 71	2,502 56	516 96	2,729 20	123 74	10,974 56
August,	3,097 89	2,423 21	2,723 07	1,518 32	2,864 30	206 81	12,833 60
September,	3,427 67	2,758 48	1,668 25	951 37	2,864 10	321 20	11,991 07
October,	3,200 79	2,072 94	1,260 84	390 78	2,855	226 41	10,006 76
November,	3,740 30	1,559 28	1,379 48	461 33	3,057 80	180 90	10,379 09
December,	3,697 22	1,527 28	910 72	978 24	2,372 10	180 55	9,666 11
1854—January,	3,043 85	1,747 86	1,033 23	2 11	2,453 64	119 08	8,399 77
February,	2,614 80	1,875 91	1,292 41	1,498 58	3,998 37	165 65	11,445 72
March,	2,977 53	2,446 46	1,712 59	623 23	3,414 97	186 24	11,361 02
April,	3,168 50	1,723 93	1,539 43	7 85	3,533 24	203 20	10,176 15
	38,604 81	22,671 35	21,736 30	8,143 99	35,852 92	2,248 69	129,258 06
Transportation of Mail,	-	-	-	-	-	-	7,331 25
Travel and Freight per Norfolk and Walthall steamer,	-	-	-	-	-	-	2,825 14
Tolls on James river bridge,	-	-	-	-	-	-	23 25
							<u>139,437 70</u>

JNO. WILLIAMS, Treasurer.

*Richmond, 1st May, 1854.*

## D.

*Statement of Transportation expenses from 1st May, 1853, to 1st May, 1854.*

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Repairs of railroad,	15,174 62
Repairs of engines and cars,	20,718 07
Train expenses,	13,649 21
Clover Hill transportation expenses,	10,108 37
Depot expenses, including watching of James river bridge,	13,788 29
Repairs of bridges,	2,669 69
Transportation of passengers, mail, and baggage,	648 33
Through travel expenses,	2,040 33
Officers' salaries,	4,500
Postages, newspapers, advertising, and printing,	778 71
Train losses and damages, including coal,	1,626 98
Contingent expenses and insurance against fire,	1,760 51
Branch road expenses,	3,762 15
Repairs of depots,	743 45
Office expenses,	96 14
Repairs of turnpike,	370 67
	<hr/>
	92,435 52
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JNO. WILLIAMS, *Treasurer.*

*Richmond, 1st May, 1854.*

## E.

*Statement of Extraordinary Expenditures during the year ending April  
30th, 1854,*

On account of	three new locomotives and tenders,	19,444 39	
"	" three new passenger cars,	7,464 31	
"	" one new pair extra trucks,	600 00	
"	" one new baggage and mail car,	1,200 00	
"	" two new box freight cars,	1,300 00	
"	" nine new coal cars,	2,520 00	
"	" two new crank cars,	180 00	
	Total,		32,708 70
On account of	agent's house at Clover Hill Junction,	1,100 00	
"	" protection wall on south side of Com- pany's property on 9th street,	566 64	
"	" brick wall next to Belvidere Compa- ny's pool on 8th street,	103 45	
	Total,		1,770 09
On account of	new trestle work to accommodate coal business in Richmond,	738 49	
On account of	new house for road hands engaged in repairs of track,	347 43	
	Total,		1,085 92
Extraordinary expenses—Total,			<u><u>\$35,564 71</u></u>

## F.

*Statement showing Extraordinary Expenses, and other additions to the Property of the Company, exceeding the Capital Stock actually paid, and Loans, which have been defrayed out of the profits of Transportation, from 16th May, 1838, to 1st May, 1854.*

Ten new locomotive engines, - - - -	60,194 86
Ten new passenger cars, - - - -	20,348 09
Freight and baggage cars, - - - -	9,555
Coal cars, - - - -	26,572
Carpenter shop, - - - -	2,658 47
Houses on the road, - - - -	2,447 43
New wharves, trestles, and walls, - - - -	3,480 12
New iron and side track on the road, - - - -	8,348 17
Re-flooring James river bridge, - - - -	10,139 14
	<hr/>
	142,743 28
Re-construction of road, - - - -	89,153 94
Land purchase in Richmond, - - - -	16,569 17
Dividends to Stockholders, paid \$43,142 17	
Still due, \$24,166 13	
	<hr/>
	67,308 30
Dividends to the State, paid \$33,408	
Still due, \$33,408 - - - -	66,816
Cost of main road and property, - - - -	909,233 06
Cost of branch road and property, - - - -	45,539 09
	<hr/>
	954,772 15
	<hr/>
	1,337,362 84
Deduct capital stock actually paid, - - - -	679,873 94
And amount of debts due by the Company, 272,086 67	
Less available debts due to the Company, 8,946 12	
And cash on hand, 3,524 12	
	<hr/>
	12,470 24
	<hr/>
	259,616 43
	<hr/>
	939,490 37
Whole amount defrayed out of profits of transportation,	<hr/>
	397,872 47
	<hr/>

JNO. WILLIAMS, *Treasurer.*

*Richmond, 1st May, 1854.*



## G.

*Statement of Payments made to Norfolk and Port Walthall Steamboat Association, for extra through travel, in pursuance of agreement dated 2nd October, 1846.*

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May, 1853,	-	-	-	-	-	-	-	-	107	27
June,	-	-	-	-	-	-	-	-	107	90
July,	-	-	-	-	-	-	-	-	148	45
August,	-	-	-	-	-	-	-	-	230	44
September,	-	-	-	-	-	-	-	-	228	63
October,	-	-	-	-	-	-	-	-	173	95
November,	-	-	-	-	-	-	-	-	129	48
December,	-	-	-	-	-	-	-	-	118	76
January, 1854,	-	-	-	-	-	-	-	-	128	22
February,	-	-	-	-	-	-	-	-	168	17
March,	-	-	-	-	-	-	-	-	217	25
April, -	-	-	-	-	-	-	-	-	155	82
										<hr/>
										1,914 24

JNO. WILLIAMS, *Treasurer.*

*Richmond, 1st May, 1854.*

# SUPERINTENDENT'S REPORT.

OFFICE RICHMOND AND PETERSBURG RAILROAD CO., }  
Richmond, April 30th, 1854. }

TO PETER V. DANIEL, JR., *President* :

Sir,—I respectfully submit the following report of the different departments of this road, for the year ending April 30th, 1854.

Statements A to M inclusive, appended hereto, contain the business and working of the road in detail in all its branches.

The gross revenue for the year is \$139,437 70, and the ordinary working expenses, \$92,435 52, being about 67 per cent. of the gross receipts, leaving a nett revenue of \$47,002 18 for the year. It will be seen, however, by statement L, that there is on hand, purchased and paid for during the year, materials for repairs of locomotives and cars, and for repairs to bridges, to the amount of \$7,324 02. This is an excess over the stock on hand last year, at the same time, of \$3,600, which should properly be deducted from the gross amount of expenses, and it would then leave the real cost of working the road \$88,835 52, (or about 63 per cent. of the gross revenue,) leaving an actual nett revenue over the ordinary working expenses of \$50,602 18. The high price of all kinds of labor and materials for repairs during the past year, fuel, oil, &c., has tended to increase the working expenses very much, but when the amount of business is done, and the character of the track is taken into consideration, I think it will compare favorably with other roads under similar circumstances.

In view of the great saving that will be effected when the track is entirely re-laid in a substantial manner, I feel sanguine that the results of the next year will be exceedingly gratifying as well as profitable to the Stockholders.

## I. ROAD DEPARTMENT.

Since the 1st September last, 12 miles of track have been laid with heavy rail, four miles, viz : From Port Walthall Junction, to between the 11th and 12th mile post, is laid with U rail, weighing 51 lbs. per yard,

on oak cross ties, placed two feet apart from centre to centre; from thence to Temple's Turnout with T rail, weighing from 54 to 56 lbs. per yard, made at the Tredegar Works, Richmond, Va. A large portion of the road, where re-laid, has been thoroughly ditched and drained, and it is now in excellent order. The portion not yet re-laid is kept in as good order as possible, so as to prevent any liability of accident to the trains. Had the iron been delivered as promptly as was expected, I had hoped to have completed the relaying by the 1st of July, but will not now be able to complete it so soon.

The cost of repairs of road will be found in the Treasurer's statement, and is \$15,174 62, showing a diminution over the previous year of \$7,452 69, although the work of reconstruction was not commenced before September last.

The items are as follows :

Timber, sills, keys, spikes, plates, and wages of all overseers, and mechanics' hire, subsistence, taxes, and clothing for negroes, tools, castings, wrought iron work, &c. There has been expended during the same time, on account of reconstruction, less amount of old rails sold,	-	-	-	-	-	-	-	-	-	\$89,153 94
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#### BRIDGES.

Considerable repairs have been done to the bridge over Swift Creek, and it is now in very good condition. New bearing beams have been placed under the North end of James River Bridge, and such other timber and repairs as were necessary. It is intended to repair Falling Creek Bridge during the summer, and also place a new track upon the James River Bridge. The cost of repairs of bridges has been for the year, as per Treasurer's statement, \$2,669 69, for all materials and labor.

#### DEPOT BUILDINGS AND WATER STATIONS.

Some repairs have been done to the depots during the present year, the cost of which will be found under head of repairs of depots in Treasurer's statements, and amounts to \$743 45. A new house has been built at the Clover Hill Junction, to accommodate an agent at that point, and to furnish a suitable stopping place for the men, in case of accidents, &c. The amount expended for which will be found in Treasurer's statement of extraordinary expenses.

## BRANCH ROAD.

The expenses of the Branch road during the year have amounted to \$3,762 25, which includes pay of agent, watchmen, hire, subsistence, taxes, and clothing of negroes, wages paid for extra labor, &c. ; and includes between eleven and twelve hundred dollars expended for timber, labor, &c., in repairing wharves and depots.

## II. MACHINERY.

I have the pleasure of reporting this important department of the road in better condition than I have ever known it since my connection with the road. The purchase of additional engines during the past year has, for the first time since the road went into operation, furnished sufficient motive power to perform the transportation with ease. Additional passenger and freight cars have also been added ; and when a small addition to our freight cars, already authorized by the Board, are provided, we shall be abundantly supplied for some time to come. The amount expended for repairs of locomotives and cars during the year has been \$20,718 07, which includes, however, the rebuilding and permanent improvement of several passenger cars, and a large number of coal cars ; and also an addition to the stock of materials over those on hand at the corresponding period last year of \$3,300, leaving the actual expenses \$17,418 07.

Expended as below :

For repairs of engines and tenders,	-	\$9,231 61	
“ “ “ passenger cars,	- -	3,093 73	
“ “ “ freight, wood, gravel,	-	1,596 43	
“ “ “ coal cars,	- - -	3,103 63	
“ “ “ new tools,	- - -	392 67	
		<hr/>	17,418 07
“ materials on hand,	- - - -		3,300 00
			<hr/>
			\$20,718 07

## ITEMS.

Wages to machinists, blacksmiths, carpenters, and all mechanics.  
 Bar, iron, steel, tyres, axles and springs purchased.  
 Copper, lead, tin, bituminous coal.  
 Work done elsewhere; charcoal, leather, &c.  
 Upholstery, trimmings and sundries.

### III. TRANSPORTATION DEPARTMENT.

The operations of this department have been conducted throughout the year without any serious accident. Full details of tonnage and passengers transported will be found in the statements appended.

#### TRAIN EXPENSES.

Under this head is included wages paid to enginemen, conductors, firemen, &c., on passenger and freight trains; oil, cotton-waste and tallow for all trains; wood used by all trains on the main line; lamps, bell cord, &c.; and amounts for the past year to - \$13,649 21.

#### CLOVER HILL TRANSPORTATION.

To this account is charged wages of agents at Clover Hill; wages of enginemen, firemen, train hands, &c., engaged on coal trains; hire, subsistence and clothing of hands at stations on Clover Hill road; wood used on Clover Hill road by coal trains, &c., amounting to \$10,108 37.

#### TRAIN LOSSES AND DAMAGES.

Under this head are payments for goods damaged or stolen on the road; lost coal; damage to persons and stock killed, &c. The payments under this head during the last year include expenses paid in Petersburg, viz: medical and hotel bills, &c., for persons injured on the road in April, 1853, and amounts to - - - \$1,626 98.

#### DEPOT EXPENSES.

Salary of freight and ticket agents; wages of yard-master and hands; hire, subsistence and clothing of hands employed at Richmond and Petersburg depots; wages to watchmen at Richmond and Petersburg depots, including the watchmen on James river bridge; coal for offices; gas and other lights; ice, brooms and sundries; rent of lot at Richmond, &c., - - - - - \$13,778 29  
Postage, newspapers and printing, - - - - - 778 71

#### OFFICE EXPENSES.

Sundry small items, stationery, &c., - - - - - \$96 14

## CONTINGENT EXPENSES.

Insurance on James River Bridge (against fire;) insurance on depots and goods; insurance on depots at Port Walthall; insurance on carpenter shop; insurance on locomotives and cars; insurance on machine shops; insurance on stables, horses and omnibuses; and small items not belonging to any particular account, amounting to \$1,760 51-

## REPAIRS OF TURNPIKE.

The turnpike stands indebted to the amount of \$370 67 for the year, which is to be accounted for in consequence of the necessity of new flooring Appomattox and Rowlett's bridges.

## THROUGH TRAVEL EXPENSES.

To this account has been charged this Company's share of the expenses of establishing and maintaining a system of baggage crates and through checks for baggage, by which passengers have their baggage checked at Weldon for Washington, where it is again checked for New York, and includes its share for the previous year, as the returns were not received in time to come into that year's payments.

## TRANSPORTATION PASSENGERS.

Mail and baggage in Richmond and Petersburg, - \$648 33  
All of which is respectfully submitted.

THOS. DODAMEAD, *Superintendent.*



## STATEMENT A.

*Business of the RICHMOND AND PETERSBURG RAILROAD for the year ending April 30th, 1854.*

## TONNAGE.

Coal transported in tons, - - -	53.475
Tobacco transported in hhds., - - -	10.571
Flour transported in barrels, - - -	33.579
Cotton transported in bales, - - -	1.494
Total amount of freight of all kinds in tons, - - -	74.986
Number of tons hauled one mile, - - -	1,895.126
Miles run by freight trains, - - -	15.868
“ “ “ coal trains, - - -	53.209
Receipts per mile run by freight trains in cents -	188.23-100
“ “ “ “ coal trains, “ “ -	71.36-100
Average tons of coal per train nett, - - -	68.63-100

## PASSENGER TRAVEL.

Number of through passengers during the year, - -	29.453
Number of local “ “ “ “ -	45.831
Total number of passengers, - - -	80.760
Number of passengers carried one mile in the cars, -	1,686.104
Miles run by passenger trains, - - -	36.922
Weight of passengers and baggage in tons, - - -	8.070
Passengers hauled one mile in tons, - - -	168.610
Receipts per mile run by passenger trains in cents, -	195.5-10

## RECEIPTS OF ROAD.

From freight on coal, - - -	\$35.852.92
miscellaneous freight and travel by coal trains, -	2.248.69
freight carried by freight trains, - - -	29.117.96
freight, extra baggage and express freight, carried on passenger trains, - - -	1.188.95
transportation U. S. Mail, - - -	7.622.93
passenger travel, - - -	63.383.00
tolls on James River Bridge, - - -	23.25
Total receipts, - - -	<u>\$ 139,437.70</u>

## STATEMENT B.

*Rolling Stock on the Road, April 30th, 1854.*

## LOCOMOTIVE ENGINES.

- 7 Eight Wheel Engines with tenders.
- 6 Six Wheel Engines with Tenders.
- 1 Four Wheel Engine with Tender.

—  
14  
==

One extra Tender.

## COAL CARS.

126 Four Wheel.  
==

## CARS FOR FREIGHT AND GENERAL USE.

- 7 Eight Wheel Box Cars.
- 6 Eight Wheel Half Box or Curtain Cars.
- 16 Eight Wheel Platform Cars,
- 2 Eight Wheel Wood Cars,
- 2 Eight Wheel Empty Barrel Cars,
- 2 Four Wheel Box Cars,
- 4 Four Wheel Dumping Cars.

—  
39  
==

## PASSENGER, MAIL AND BAGGAGE.

- 7 Eight Wheel Passenger Cars.
- 1 Four Wheel Passenger Car.
- 3 Eight Wheel Mail Baggage Cars.
- 2 Eight Wheel Baggage Platforms.

—  
13 Total.

There are also ten Track Layers, Hand and Crank Cars, used in relaying and repairing road, &c.

The number of horses belonging to the Company, are 13; baggage and mail wagons, 5; other wagons, 5. They also own one half of two omnibusses used for transporting passengers between depots.

## STATEMENT C.

*Statement of Coal transported from Clover Hill during the year ending April 30th, 1854.*

Months.	To Richmond.	To Petersburg.	To Port Walthall.	Aggregate Bushels.	No. of Tons.	Amount received.
	No. of Bushels.	No. of Bushels.	No. of Bushels.			
May,	12,080	7,155	114,660	133,895	4,463.166	\$2,677 90
June,	9,390	2,470	139,755	151,615	5,053.833	3,032 30
July,	16,460	9,235	110,765	136,460	4 548.666	2,729 20
August,	32,755	11,595	98,865	143,215	4,773.833	2,864 30
September,	39,840	20,810	82,555	143,205	4,773.5	2,864 10
October,	47,715	18,765	76,270	142,750	4,758.333	2,855 00
November,	68,285	26,145	57,460	151,890	5,063.	3,057 80
December,	63,150	26,875	26,715	116,740	3,891.333	2,372 10
January,	45,200	24,305	12 585	82,090	2,736.333	2,453 64
February,	68,035	25,150	45,320	138,505	4,616 833	3,998 37
March,	37,560	7,310	84,620	129,490	4,316.333	3,414 97
April,	32,845	18,605	83,045	134,495	4,483.166	3,533 24
Total,	473,315	198,420	932,615	1,604,350	53,478.333	\$35,852 92

## SUMMARY.

To Richmond,	473,315 bushels.	15,777.166 tons.
To Petersburg,	198,420      “	6,614.      “
To Port Walthall,	932,615      “	31,087.166      “
Total,	1,604,350	“ Total, 53,478.333      “

Equal to (1,429,296) one million four hundred and twenty-nine thousand two hundred and ninety-six tons hauled one mile.

Amount received for transportation on the same per ton per mile 51-100 cents; two cents and fifty one hundredths.

Average tons in each train 68 64-100.

# TONNAGE. STATEMENT D.

*Between Richmond and Petersburg, for the year ending April 30th, 1854, southwardly.*

Years.	Months.	Tobacco. Hhds.	Flour. Barrels.	Whiskey. Barrels.	Nails and Spikes. Kegs.	Iron. Lbs.	Lumber. Feet.	Miscellaneous Freight. Lbs.	Way Freight. Lbs.	Tons.	Amount.
1853, May,	-	31	365	240	37	7,762	6,780	244,886	12,000	248,772	\$582 11
1853, June,	-	64	147	250	47	52,938	30,144	354,009	8,320	365,596	624 33
1853, July,	-	135	226	226	681	54,595	24,955	375,633	7,412	438,523	756 77
1853, August,	-	53	21	179	1,017	27,388	43,949	322,086	7,196	378,248	702 83
1853, September,	-	48	44	167	732	49,504	10,938	402,359	17,250	359,623	758 87
1853, October,	-	47	-	212	456	21,961	1,708	387,521	17,660	261,482	596 52
1853, November,	-	80	12	267	517	35,321	6,631	440,454	10,311	385,509	760 64
1853, December,	-	39	14	189	427	14,620	-	237,751	18,770	220,801	508 95
1854, January,	-	-	6	209	31	52,508	-	263,051	9,245	203,911	537 96
1854, February,	-	16	-	75	218	33,724	16,825	267,895	19,645	226,247	590 85
1854, March,	-	6	54	169	225	63,028	7,247	271,639	16,121	235,528	716 87
1854, April,	-	1	121	227	308	25,461	16,370	305,367	13,774	296,615	720 61
Total,		520	1,010	2,410	4,696	438,110	159,847	3,873,651	157,704	3,620,855	\$7,857 31

**TONNAGE STATEMENT E.**  
*Between Petersburg and Richmond, for the year ending April 30th, 1854.*  
**NORTHWARDHY.**

Months.	Tobacco. Hhds.	Stems. Hhds.	Empty Flour Barrels.	Empty Liquor Barrels.	Cotton. Bales.	Wheat. Bushels.	Corn. Bushels.	Iron. Lbs.	Leather. Lbs.	Domestics. Bales.	Miscellaneous Freight. Lbs.	Way Freight. Lbs.	Tons.	Amount.
1853—May,	1,989	84	681		67	771		1,900	664	35	61,572	86,975	1,471.423	2,237 85
June,	2,094	69	50	405	139	25		3,917	1,312	17	136,012	317,825	1,690.970	2,269 43
July,	1,722	44	100	182	6			27,736	1,255	59	42,991	500	1,204 773	1,745 79
August,	1,551	45	852	150	50	398		4,795	1,350	139	52,281	39,375	1,135.295	2,020 24
September,	473	34	1,131	319		1,097		14,797	4,340	144	76,755		446 381	909 38
October,	168	48	1,345	423	157	708	200	880	4,130	120	77,320	71,750	317.635	664 32
November,	57	49	2,117	435	272	1,130	284	36,934	4,976	145	73,718		272.723	618 84
December,	30	26	1,665	453	234	704		2,100		75	69,369	19,250	189.397	401 77
1854—January,	91	44	844	437	253			25,587	750	106	35,544	91,000	248.888	495 27
February,	267	27	2,111	490	127	76		31,141		168	50,623	14,000	282.053	701 56
March,	520	12	1,260	243	104	171		49,137	2,471	208	86,993	3,000	490.830	995 72
April,	491	3	634	300	75			20,993	3,773	87	63,120		400.858	818 82
Total,	9,453	485	12,790	3,827	1,494	5,081	484	209,917	25,021	1,303	826,298	643 675	8,151.226	\$13,878 99
Tons southwardly, -	-	-	-	-	-	3,620.855	Amount,	-	-	-	-	-	-	\$7,857 31
Tons northwardly, -	-	-	-	-	-	8,151.226	Amount,	-	-	-	-	-	-	13,878 99
Totals,	-	-	-	-	-	11,772.081 tons.	Totals,	-	-	-	-	-	-	\$21,736 30

Equal to 259,882 tons hauled one mile.

## STATEMENT F.

*Miscellaneous Tonnage Transported between Richmond and Clover Hill, between Clover Hill and Petersburg, and between Port Walthall and Clover Hill, during the year ending April 30th, 1854.*

## RICHMOND TO CLOVER HILL.

Miscellaneous freight, consisting of groceries, corn,  
iron, liquors, dry goods, castings, meal, furni-  
ture, guano, &c.,        -        -        -        -        553 tons

## CLOVER HILL TO RICHMOND.

Tobacco, 108 hhds., weight	64 tons.		
Wheat, 9,729 bushels,	292	"	
Miscellaneous,	22	"	
	—		378 "
		Total,	931

## CLOVER HILL TO PETERSBURG.

Wheat, 886 bushels,	26 tons.	
Tobacco, 5 hhds.,	3 tons.	
	—	29 "

## PETERSBURG TO CLOVER HILL.

Miscellaneous freight, groceries, guano, &c.,	45	"
	—	
Total,		74

## PORT WALTHALL TO CLOVER HILL.

Hay, rope, powder, oil, machinery, &c.,	91
	<u>1,096</u>

Equal to 33,088 tons hauled one mile.



## STATEMENT G.

*Tonnage transported between Richmond and Port Walthall, during the year, ending April 30th, 1854.*

## DOWNWARDS.

32,059 1-2 barrels of flour, weight	3,463 tons.		
Miscellaneous freight,	43 “		
Freight to go by steamer,	298 “		
		Total,	3,804

## UPWARDS.

Iron rails, tons of 2,240 lbs.,	4,500 tons.		
Flour, 510 bbls.,	55 “		
Freight by steamer,	284 “		
		Total,	4,839
		Total both ways,	8,643

Equal to 172,860 tons hauled one mile.

## RECAPITULATION OF TONNAGE.

Total aggregate tons of freight, other than coal,	21,511
Total aggregate tons of coal,	53,478
Total aggregate of all freights,	74,989

Being equal to (1,895,126) one million eight hundred and ninety-five thousand one hundred and twenty-six tons carried on mile.

## STATEMENT H.

*Local Passengers between Richmond and Petersburg during the year ending April 30th, 1854.*

## NORTHWARDLY.

Years.	Mo'ths	Way Pas-sengers put down.		Way Pas-sengers taken up.		Petersburg to Richmond.		Total.		Grand Total.
		Whites	Blacks.	Whites	Blacks.	Whites	Blacks.	Whites	Blacks.	
1853,	May,	35	32	111	89	1,266	546	1,412	667	2,079
1853,	June,	105	47	52	15	1,189	261	1,346	323	1,669
1853,	July,	49	13	56	46	1,405	272	1,510	331	1,841
1853,	August,	54	18	43	47	1,335	314	1,432	379	1,811
1853,	Sept'r,	26	10	60	54	1,306	347	1,393	411	1,804
1853,	Octo'r,	23	1	44	59	1,284	364	1,351	424	1,775
1853,	Nove'r,	22	7	38	25	1,711	265	1,771	297	2,068
1853,	Dec'r,	28	36	34	107	1,410	446	1,472	589	2,061
1854,	Janu'y,	44	9	36	62	1,285	294	1,365	365	1,730
1854,	Febr'y,	33	3	41	40	1,070	207	1,144	250	1,394
1854,	March,	56	16	52	44	1,220	287	1,328	347	1,675
1854,	April,	42	37	56	70	1,263	302	1,361	409	1,770
Totals,		517	229	623	658	15,746	3,905	16,887	4,792	21,679

## SOUTHWARDLY.

Years.	Mo'ths	Way Pas-sengers put down.		Way Pas-sengers taken up.		Richmond to Petersburg.		Total.		Grand Total.
		Whites	Blacks.	Whites	Blacks.	Whites	Blacks.	Whites	Blacks.	
1853,	May,	99	63	87	54	1,266	511	1,452	628	2,080
1853,	June,	108	39	59	27	1,302	311	1,469	377	1,846
1853,	July,	66	54	62	29	1,488	306	1,617	389	2,006
1853,	August,	67	39	75	46	1,164	379	1,306	464	1,770
1853,	Sept'r,	96	48	72	38	1,381	477	1,550	563	2,113
1853,	Octo'r,	96	54	48	39	1,297	367	1,442	460	1,902
1853,	Nove'r,	114	39	30	20	1,975	369	2,119	428	2,547
1853,	Dec'r,	86	198	53	57	1,488	527	1,627	782	2,409
1854,	Janu'y,	66	55	55	30	1,250	339	1,371	424	1,795
1854,	Febr'y,	52	41	59	17	1,139	226	1,250	284	1,534
1854,	March,	58	50	63	28	1,171	320	1,292	398	1,690
1854,	April,	63	95	95	55	1,366	358	1,524	508	2,032
Totals,		973	775	760	440	16,289	4,490	18,022	5,705	23,727

## STATEMENT I.

*Through Passengers for the year ending April 30th, 1854.*

## SOUTHWARDLY.

MONTHS.	From New York.	From Philadelphia.	From Baltimore.	From Washington.	Richmond to Weldon.	Richmond to Raleigh.	TOTAL.
1853—May,	159	56	153	—	283	29	681
June,	153	67	126	—	248	19	614
July,	213	52	109	—	322	8	704
August,	172	134	244	—	443	26	1,019
September,	859	401	370	—	779	6	2,416
October,	672	279	278	—	605	15	1,850
November,	408	181	213	—	504	4	1,311
December,	161	113	172	—	531	2	980
1854—January,	277	181	121	—	624	3	1,207
February,	116	135	109	—	387	6	754
March,	511	289	229	167	335	16	1,548
April,	116	90	139	218	235	6	805
Total,	3,820	1,979	2,266	385	5,298	141	13,891

## NORTHWARDLY.

MONTHS.	From Charleston.	From Wilmington.	From Weldon.	From Raleigh.	Weldon and Gaston to Richmond.	From Petersburg.	TOTAL.
1853—May,	576	78	33	48	206	150	1,093
June,	573	67	40	24	242	175	1,122
July,	920	127	80	23	399	146	1,695
August,	1,314	369	99	31	279	183	2,276
September,	323	169	57	10	247	328	1,136
October,	278	138	48	2	144	196	806
November,	222	184	29	1	130	154	720
December,	304	264	32	16	207	128	952
1854—January,	214	374	58	3	189	171	1,010
February,	—	1,267	90	4	209	171	1,741
March,	—	915	164	10	224	320	1,634
April,	—	846	149	28	300	140	1,464
Total,	4,727	4,800	882	200	2,778	2,263	15,652

## STATEMENT J.

*Whole Number of Passengers Carried on Trains during the year, ending April 30th, 1854.*

## SOUTHWARDLY.

Through Passengers,	13,891 1-2	
Local           “	23,727 1-2	
	<hr/>	37,619

## NORTHWARDLY.

Through passengers,	15,652	
Local           “	21,679 1-2	
	<hr/>	37,331 $\frac{1}{2}$
Steamboat passengers by way of Port Walthall, downwards,	2,036	
Steamboat       “       “       “       “		
upwards,	2,750	
	<hr/>	4,786
Way passengers to and from Port Walthall, Rich- mond and Petersburg, and different points on the road,	537	
Between Richmond, Petersburg and Clover Hill, &c., downwards,	232	
Between Richmond, Petersburg and Clover Hill, &c., upwards,	255	
	<hr/>	487

Total number of passengers, 80,760  $\frac{1}{2}$

Equal to (1,686,104) one million six hundred and eighty-six thousand, one hundred and four passengers carried one mile.

*Amount Collected for Extra Baggage and Freight carried on Passenger Trains, and for Express Freight carried on Passenger Trains, during the year.*

BETWEEN RICHMOND AND PETERSBURG.

Date.	Extra Baggage and Freight.	Express Freight.	Total.
1853—May,	13 50	39 81	53 31
June,	7 00	23 09	30 09
July,	31 25	22 95	54 20
August,	16 37	20 47	37 34
September,	18 25	36 40	54 65
October,	18 50	50 91	66 41
November,	26 25	49 29	75 54
December,	19 50	55 00	74 50
1854—January,	23 25	36 87	60 12
February,	18 75	41 25	60 00
March,	22 25	79 33	101 58
April,	17 75	76 84	94 59
Total,	\$ 236 62	\$ 532 71	\$ 762 33

This amount is included in Treasurer's statement as receipts of freights.

## STATEMENT K.

*Statement of Miles run by Trains of all kinds during the year, ending April 30th, 1854.*

Date.	Passenger Trains.	Freight Trains.	Coal Trains.	Timber, wood and material trains.	Dirt Trains.	Total.
1853, May,	2,633 <sup><math>\frac{1}{2}</math></sup>	2,034 <sup><math>\frac{1}{2}</math></sup>	4,619	475	-	9,762
1853, June,	2,766 <sup><math>\frac{1}{2}</math></sup>	2,334 <sup><math>\frac{1}{2}</math></sup>	4,546	516	-	10,163
1853, July,	3,303 <sup><math>\frac{1}{2}</math></sup>	2,230	4,135	542 <sup><math>\frac{1}{2}</math></sup>	-	10,211
1853, August,	3,207	1,967 <sup><math>\frac{1}{2}</math></sup>	4,401	909 <sup><math>\frac{1}{2}</math></sup>	-	10,485
1853, September,	2,403	758	4,800	832	-	8,793
1853, October,	2,765 <sup><math>\frac{1}{2}</math></sup>	1,070	4,754	1,221	68	9,878 <sup><math>\frac{1}{2}</math></sup>
1853, November,	3,470	808	5,110	747	371	10,506
1853, December,	3,507	859	4,152	282	842	9,642
1854, January,	3,501 <sup><math>\frac{1}{2}</math></sup>	630	3,804	876	214	8,825 <sup><math>\frac{1}{2}</math></sup>
1854, February,	2,891	1,409 <sup><math>\frac{1}{2}</math></sup>	4,542	815	207	9,864 <sup><math>\frac{1}{2}</math></sup>
1854, March,	3,489 <sup><math>\frac{1}{2}</math></sup>	1,027	4,190	917	828	10,451 <sup><math>\frac{1}{2}</math></sup>
1854, April,	3,184	740 <sup><math>\frac{1}{2}</math></sup>	4,156	1,051	222	9,354
Total,	36,922 <sup><math>\frac{1}{2}</math></sup>	15,868 <sup><math>\frac{1}{2}</math></sup>	53,209	9,184	2,752	117,936

## SUMMARY.

Miles run by passenger trains,	-	-	-	36,922 <sup><math>\frac{1}{2}</math></sup>
“ “ “ freight trains,	-	-	-	15,868 <sup><math>\frac{1}{2}</math></sup>
“ “ “ coal trains,	-	-	-	53,209
“ “ “ material, timber and wood trains,	-	-	-	9,184
“ “ “ dirt trains,	-	-	-	2,752

Total miles run by all trains,

117,936



## STATEMENT L.

*Materials on hand, April 30th, 1854. For repairs of Locomotives and Cars.*

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Iron castings for cars and engines,	\$ 777 69
Brass       "       "       "	639 90
Copper flues for engines,	846 90
Iron       "       "	114 25
Tyres for engines,	447 19
Springs for engines,	398 38
"       cars,	126 70
Steel for springs,	199 85
Iron bar,	613 24
Wheels for cars,	381 20
Car boxes, couplings, pins, links, and other iron work for cars,	416 30
Duplicate parts of engines, viz. : crank, guide, pedestals, &c.,	415 00
Sheet iron, lead, sheet and bolt copper, solder, block tin, zinc, iron wire, cast steel, files, &c.,	240 17
Timber, lumber, nails, screws, leather, gum springs, &c., for cars,	671 25
	<hr/>
	\$6,324 02
Materials for repairs of road, none on hand.	

## MATERIALS FOR REPAIRS OF BRIDGES.

Timber for repairs,	\$1,000 00
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## STATEMENT M.

*Number of Persons employed by the Richmond and Petersburg Railroad Company, for the year ending April 30th, 1854.*

## TRANSPORTATION DEPARTMENT.

HOW EMPLOYED.	No.	TOTAL.	NAME.	PAY PER DAY	PAY PER MONTH.
Freight clerk at Richmond,	1		West Wyatt,		58 33 $\frac{1}{3}$
Assistant " "	1		E. Simpson,		35 00
Ticket " "	1		R. N. Gooch,		41 66 $\frac{2}{3}$
Supt's " "	1		G. E. Furt,		40 00
		4			
Agent at Petersburg,	1		Richard Furt, Jr.,		58 33 $\frac{1}{3}$
Assistant agent at do.,	1		J. N. Parker,		41 66 $\frac{2}{3}$
		2			
Agent at Clover Hill,	1		A. K. Smith,		60 00
Assistant " "	1		R. E. Morriss,		30 00
		2			
Agent at Port Walthall,	1		Thos. Bass,		41 66 $\frac{2}{3}$
		1			
Conductor of passenger train,	1		H. P. Stratton,		45 00
" " "	1		C. Rothwell,		40 00
		2			
Yard manager at Richmond,	1		W. D. Jester,		50 00
		1			
Omnibus " "	1		W. R. Gibson,		50 00
		1			
Watchman at Richmond,	2		each,		30 00
" James river bridge,	2		each,		25 00
" Petersburg,	1			\$1 00	
" Port Walthall,	1			1 00	
" Clover Hill,	1				20 00
		7			
Baggage masters,	1				35 00
" " "	1				25 00
		2			
Engine men,	5		each,		60 00
" "	1				55 00
" "	1				50 00
" and conductor	1		material train,		60 00
" " "	1		gravel train,		55 00
		9			
Firemen, (White)	2		each,		25 00
		33			

Continued on next page

## STATEMENT M.—CONTINUED.

## ROAD DEPARTMENT.

HOW EMPLOYED.	N <sup>o</sup> .	TOTAL.	NAME.	PAY PER DAY.	PAY PER MONTH.
Overseer of road,	1		A. Philips		
Section men,	4		Averaging	\$1 37 $\frac{1}{2}$	\$75 00
Foreman of tracklayers,	1			2 00	
Track layer,	1			1 75	
“	3		Each	1 50	
“	25		“	1 25	
Hands material train	28		And grav'l t'n ea'h	1 00	
		63			
MACHINERY DEPARTMENT.					
Machinists, (Foreman)	1		J. S. Duel	2 50	
“	2		Each	1 75	
“	1			1 91 $\frac{2}{3}$	
“	1			2 00	
“	1			1 83 $\frac{1}{3}$	
“	2		“	1 66 $\frac{2}{3}$	
“	1			1 00	
Apprentices,	3				
		12			
Blacksmith, (Foreman)	1		W. W. Burgess	2 75	
“	1			2 00	
“	2		Each	1 83 $\frac{1}{3}$	
“	2		“	1 00	
		6			
Carpenters, (Foreman)	1		J. R. Chiles	2 75	
“	5		Each	1 75	
“	3		“	1 66 $\frac{2}{3}$	
“	1		“	1 62 $\frac{1}{2}$	
“	3		“	1 50	
		13			
Car Inspector, (Foreman)	1			1 50	
“	1			1 25	
“	1			1 33 $\frac{1}{3}$	
“	1			1 00	
		4			
		33			
Total,		131			

## STATEMENT M—CONTINUED.

## NEGROES.

At Richmond depot, loading and unloading cars, &c.,	-	-	-	-	-	-	13
Office at Richmond,	-	-	-	-	-	-	1
In shops as helpers,	-	-	-	-	-	-	9
Omnibus and wagon drivers,	-	-	-	-	-	-	5
At depot in Petersburg,	-	-	-	-	-	-	6
“ “ at Port Walthall,	-	-	-	-	-	-	9
At water stations on the line,	-	-	-	-	-	-	7
As firemen and train hands,	-	-	-	-	-	-	12
Free blacks as firemen, and train hands,	-	-	-	-	-	-	5
Yearly hands on the road,	-	-	-	-	-	-	40
Total,							<u>107</u>



PROCEEDINGS  
OF  
THE STOCKHOLDERS  
IN THE  
RICHMOND AND PETERSBURG  
RAILROAD COMPANY,  
AT  
THEIR GENERAL MEETINGS,  
AND  
REPORTS  
MADE BY THE PRESIDENT AND DIRECTORS  
TO THE  
STOCKHOLDERS,  
TWENTIETH MEETING, MAY 29, 1855.

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RICHMOND:  
ELLYSON'S STEAM POWER PRESSES, 147 MAIN STREET.  
1855.





TWENTIETH  
ANNUAL MEETING OF THE STOCKHOLDERS,

HELD ON TUESDAY, MAY 29, 1855.

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At a meeting of Stockholders of the Richmond and Petersburg Railroad Company, at the office of the Company in Richmond, on Tuesday 29th May, 1855,

Mr. Gustavus A. Myers was appointed Chairman of the meeting, and John Williams, Secretary.

The Chairman appointed Mr. R. B. Haxall, Mr. Holden Rhodes and Mr. William F. Watson a committee to examine proxies.

The committee reported that they had examined the proxies, and found them to correspond with the list thereof, which report was approved.

There being present, in person and by proxy, private stockholders entitled to 1076 votes, and the proxy of the Board of Public Works, Mr. William F. Watson, entitled to 717, being two-thirds of the votes of private stockholders, in all 1793 (the whole number that could be given being 2519) the meeting proceeded to business.

The following report was presented by the President and Directors and read:

# ANNUAL REPORT.

The Board of Directors of the Richmond and Petersburg Railroad Company respectfully submit to the Stockholders this their annual report, together with the accompanying statements, exhibiting the condition of the affairs of the company, on the 30th of April 1855, and its business during the year preceding that date.

From these statements it will be seen, that the total income of the Company from its ordinary business during the past fiscal year was \$ 145,701 89, or \$ 6,264 19 more than was received from the same source last year.

The total amount of the ordinary expenses during the same period is \$ 84,762 54 or \$ 4,072 98 less than their amount last year.

The amount of extraordinary expenses, consisting chiefly of additions to the property of the Company, such as cars, a new stationary engine in its workshops, and payments on account of a Locomotive received last year, &c., is \$ 5,873 87 or \$ 29,690 84, less than was expended last year on the same account.

The increase in the income of the Company, it is believed would have been, under ordinary circumstances, much greater. The pecuniary difficulties and embarrassments experienced more or less by all classes, but especially the commercial class in this country during the past year, and its consequent diminution of both freights and the number of travelers, the absence of any session of the Legislature, with the concourse of visitors to Richmond usually attendant on it, the diminution by 241,440 bushels of coal transported from the Clover Hill Mines, caused mainly by temporary decline in the northern demand for the coal, the condition of their mines and of the Clover Hill Railroad, now shortly to be improved, by the opening new shafts and the reconstruction of that road with heavy rails, and so enabling this Company to transport more coal at less expense. All these causes, with others, some of them equally transient with these, have concurred during the past year to considerably diminish what would otherwise have been the increase in the Company's income.

On the other hand, although one of the above named causes, viz: the continued dilapidated condition of the Clover Hill Railroad, and a considerable advance in the prices of wood, provisions and materials, have augmented several of the various items of transportation expenses; and especially those of "Repairs of Engines and Cars," "Train Expenses," and "Clover Hill Transportation Expenses," beyond their amounts of last year, and considerably beyond what they would otherwise have amounted to; it is nevertheless gratifying to find the aggregate amount of those expenses diminished more than \$ 4,000 by the diminution of

the cost of "Repairs of Track" \$8,503 47 below what it was last year, and \$15,956 16 below what it was two years since, when the reconstruction of this Company's road had not commenced.

The still greater diminution in the item of extraordinary expenses, results from the fact mentioned in the last annual report, that the Company was during the past year provided with a stock of locomotives and cars more nearly adequate to its business wants, than it had possessed for many years.

The balance of income amounting to \$55,065 48 remaining, after deducting these expenses, ordinary and extraordinary, has with the exception of the sum of \$7,068 67—the excess of cash on hand on the 30th of April last over the amount on hand on the 30th of April, 1854—been appropriated to the payment of the interest falling due on the Company's bonds, &c., amounting to \$14,886 66, to the purchase of the Depot lots in Richmond, and the residue, amounting to \$30,843 34, towards the expense of the reconstruction of the road. For this last named expense it was intended by the Legislature and by the stockholders of this Company to provide the means from the sales of the coupon bonds, authorized by the act of Assembly passed 18th February, 1854, and by the resolutions adopted at the last annual meeting. In carrying those resolutions into effect, the President of this Company had those bonds promptly prepared, and duly and extensively advertised in the public journals for sealed proposals for the purchase of them on liberal and accomodating terms of cash and credit payments. But unfortunately, before the day fixed for opening those proposals, there occurred almost simultaneously the perpetration of the extensive frauds in issues of spurious stock and otherwise by the officers of Railroad Companies in the northern states, utterly destroying or greatly weakening public confidence in the Railroad stocks, of this country both in England and America, and the commencement of that stringency, depression and embarrassment in the monetary affairs of the country, from the disastrous effects of which, neither individuals, corporations, nor the State Government have been exempt during the past year.

In consequence of this change in the condition of the country, although at the commencement of the period of advertising for proposals the President had received from persons most experienced in such affairs the most flattering encouragement, to expect numerous bids for these bonds at good prices; yet when that period had expired, no bids had been made, or ever were made for them at any price.

That this was caused by no particular want of confidence in the condition and prospects of this Company, more than was felt towards those of others, is evidenced by the fact, that all or nearly all others as well as the State Government, suffered an equal or greater depreciation of their stock and securities.

Indeed when, to avoid arresting the work of reconstructing this Company's roadway (the importance of which is best proved by the great reduction in the cost of repairs of road) and to comply with previous contracts for rails and materials, it became necessary to commence the sale of these bonds at 98 per ct. and interest, and to continue their limited sale at prices ranging between that and 90 per ct and interest,

it is gratifying to know, that they were never sold at prices less than from 2 to 5 per ct. greater than the then current price of the 6 per ct. bonds of the State of Virginia, and 10 to 12 per ct. above the current prices of the 6 per ct. bonds of other corporations for internal improvement, in which the State was largely interested. But even to this discount it was deemed proper to subject the Company no further than was absolutely necessary for the purpose above mentioned, and when by the completion of the reconstruction of the main line of the road, except the track on the James River Bridge, and by the payment of those existing engagements for rails, &c., for which the current earnings of the road were insufficient, these purposes were satisfied; the further sale of these bonds was discontinued, until a more prosperous condition of the Company should render it unnecessary to dispose of them at such, if any, rates of discount. The hope then entertained has already been realized; and sales of these have recently been made at their par value, or from 2 to 3 per ct. more than the price of State 6 per ct. bonds.

The whole net amount received from the sales of these bonds to April 30th, 1855, was \$ 83,310. The cost of reconstruction to the same date was (deducting the discount on the bonds charged to that account) \$ 185,874 43, which has been defrayed partly out of the above mentioned sales of those bonds, and partly out of the balance of \$58,331 44 left of the sales of the convertible bonds issued in 1853; leaving a balance of \$44,232 99, which has been defrayed out of the net earnings of the Road, beyond its expenses, ordinary and extraordinary, during the last two years, and after paying all interest due on its debts, and which would have remained as a proper and legitimate means for paying dividends on its stock; if the design of the Legislature and stockholders to defray the expense of reconstruction from the sales of the coupon bonds had been heretofore practicable, and which may be still used for that purpose, by defraying that expense out of the \$61,000 of the bonds issued last year still unsold, and which can now in all probability be readily sold at par.

The net profits of the business of the Company after paying all expenses and interest, it will be seen from the Treasurer's statements, were \$40,178 82, a sum which if relieved from contributing to the cost of reconstruction, by defraying that cost by the funded debt of the coupon bonds, would enable the Company to create a sinking fund of 2 per ct. per annum on what would be then the amount of its debt, and pay a dividend of 5 per ct. on its stock.

And in view of the fact that the income of this Company has not for years failed to exceed each year that of the preceding year, often by much more than the excess of this years income over that of the last, whilst the present renewed condition of the main line of its roadway, (completed only since Christmas,) and the good condition of its property generally, gives assurance of its expenses being not greatly increased, if not greatly diminished for some years, it is not being too sanguine to expect that the profits of the Company, during future fiscal years, cannot fail to afford equally favorable, if not more favorable results.

In conclusion, it only remains to report that the roadway, depots, stations, machinery, and other property of the Company, are in good



condition ; and that the officers and agents in its employment, who are under the supervision of the President and Directors, have been diligent, faithful and efficient, in discharging their respective duties.

Signed on behalf of the Board.

P. V. DANIEL, *President.*

The said report and the accompanying documents were received and approved.

The report of the examining committee was read, received and approved :

The undersigned, two of the committee appointed at the last annual meeting of the Company, report that on Thursday, the 24th inst., accompanied by the President of the road, and the Superintendent, Mr. Thomas Dodamead, and Dr. J. Grattan Cabell, (Mr. Henry C. Cabell, a member of the committee, being absent,) they examined the entire road. The road from Richmond to Petersburg is entirely relaid with the heavy edge rail, and is in most perfect order. The road from Junction to Port Walthall is in good order. Your committee did not inspect the branch road leading to the Clover Hill Pits, as that subject has been referred to a special committee, and this committee learns that steps have been taken by the Clover Hill Railroad Company, which it is hoped will render any action by this Company unnecessary.

The workshops and machinery, the cars and locomotives, and the depots, appear to be in good order, and reflect credit on the Superintendent of that department.

The committee have examined the books of the Company, in a general way, and find them accurate and neatly kept.

The system of checks and balances, adopted by the Board of Directors, in October, 1854, is highly to be approved, and under its administration it would be difficult for errors to occur.

Respectfully submitted.

G. A. MYERS, }  
W. F. WATSON, } *Committee.*

*Richmond, May 24, 1855.*

Mr. Moncure Robinson offered the following preamble and resolution, which were adopted, Mr. Francis E. Rives dissenting :

*Whereas*, It appears evident from the report of the President and Directors that this Company is now in a situation to declare regular dividends of from two to two and a half per cent. semi-annually to its stockholders, and there is every reason to believe that its dividends may be gradually enlarged ;

*Be it therefore resolved*, That the President and Directors be and they are hereby instructed to declare henceforth, semi-annually, as early as may be in the months of June and December of each year, dividends of not less than two per cent. on each share of the capital stock of the Company, such dividends to be payable on and after the 30th day of June, and 31st of December of each year to all persons who may be stockholders of the Company on those days.



Mr. Moncure Robinson offered the following preamble and resolution :

*Whereas*, In the opinion of the President of this Company, the compensation at present paid it for the transportation of the United States mail is not an adequate one, having in view the increased expense, and other disadvantages attendant on its transportation, and it would in the opinion of the stockholders, be a very inadequate one, if the Company was thereby subjected to the hours of a route by which it would not receive its passengers :

*Be it therefore resolved*, That the President and Directors be and they are hereby instructed not to transport the United States mail after the first of July next, at less than the rate of compensation at present allowed the Company and not to transport it on any terms, unless it should ~~continue~~ to be conveyed between Richmond and Washington on the present mail route *via* Fredericksburg; *Provided*, The companies on the said route are willing to convey the same on the terms of their present contract with the Post Office Department.

Mr. Francis E. Rives moved to strike out of the above resolution all after the words "allowed the Company."

Pending the discussion on this motion, Mr. Robinson, at the suggestion of Mr. Wm. F. Watson, State proxy, offered an amendment which was adopted.

The preamble and resolution as amended were then unanimously adopted, Mr. Rives not being present.

The said preamble and resolution are in the following words :

*Whereas*, In the opinion of the President of this Company, the compensation at present paid it for the transportation of the United States mail is not an adequate one, having in view the increased expense and other disadvantages attendant on its transportation, and it would, in the opinion of the stockholders, be a very inadequate one, if the Company was thereby subjected to the hours of a route by which it would not receive its passengers :

*Be it therefore resolved*, That the President and Directors be and they are hereby instructed not to transport the United States mail after the first of July next at less than the rate of compensation at present allowed the Company, and not to transport it on any terms which the Post Master General is authorized to offer, unless the Post Master General will agree to stipulate that the mail shall, in all cases, be received by this Company at hours not later than the hours at which the travel will be received by it from the companies on the present mail route north of Richmond and south of Petersburg.

On motion of Mr. Wm. H. Macfarland,

*Resolved, unanimously*, That the resolution of the Board of Directors, of the 15th December, 1849, in relation to John Williams, be referred back to the Board, with authority to them to take such action as they may deem to be reasonable and just.

Mr. Holden Rhodes offered the following resolution, which was laid on the table:

*Resolved*, That two engineers be appointed, one by this Company, and one by the Clover Hill Railroad Company, if the latter shall agree, with leave to call in a third if they shall differ, to examine the road of the latter company, the expenses of transportation of coal thereon and therefrom; that they report the proper rates of freight on coal thereon and therefrom, and such other matters as they may deem pertinent in order that such rates may be equitably settled, and that their report be made to the Boards of the two companies.

The meeting then proceeded to the election of officers: Whereupon, Mr. Peter V. Daniel, Jr., was unanimously elected President of the Company, and Messrs. Richard Barton Haxall and Holden Rhodes were elected Directors on behalf of the stockholders. ✕

Mr. Frederick Anderson, Dr. J. Grattan Cabell, Mr. Henry C. Cabell, Mr. William F. Watson and Mr. Gustavus A. Myers, were appointed the committee of examination.

Mr. Henry C. Cabell was appointed in the place of Mr. James Bosher, deceased, a member of the committee appointed at the meeting of stockholders on the 30th May, 1854, to examine into the subject of coal transportation from the Clover Hill Mines.

On motion,

*Resolved*, That the President take such measures in regard to publishing the report of the President and Directors, and the proceedings of this meeting, as he may deem expedient.

The meeting then adjourned.

GUSTAVUS A. MYERS, *Chairman*.

JOHN WILLIAMS, *Secretary*.

✕ *Resolved*, That the President take such measures in regard to publishing the report of the President and Directors, and the proceedings of this meeting, as he may deem expedient.

## A.

*Statement of the affairs of the Richmond and Petersburg Railroad*COST OF ROAD AND PROPERTY.

From Richmond to Petersburg, including interest per statement A 1,	909,237 02	
Of branch road to Port Walthall, including purchase of land, wharves, coal tracks and cars,	45,539 09	954,776 11
Reconstruction of road,		191,564 43
Land purchase,		18,835 98

DEBTS DUE TO THE COMPANY.

This Company's stock taken for debt,	5,376 06	
Open accounts,	11,370 29	16,746 35
Cash on hand,	10,592 79	

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1,192,515 66

*Company, from the commencement of the work to the first of May, 1855.*

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CAPITAL STOCK.

Subscribed by individuals 3,000 shares, . . .	300,000 00	
Do. by the State, old stock, 2,000 shares, . . .	200,000 00	
New stock, 185,600 shares, . . .	185,600 00	
	<hr/>	685,600 00

DEBTS DUE BY THE COMPANY.

Dividend bonds to the State, . . .	33,408 00	
Coupon bonds due 1st July, 1875, . . .	175,000 00	
Do. do. due 1st June, 1775, . . .	89,000 00	
Certificates of debt for dividends, . . .	23,657 27	
Amount to credit of individual stock-holders, . . .	. 508 86	
	<hr/>	24,166 13
Unclaimed interest on certificates of debt, . . .	250 96	
Bills payable, . . .	22,954 24	
Open accounts, . . .	952 62	
	<hr/>	345,731 95
Profit and loss, . . .	:	161,183 71
		<hr/>
		1,192,515 66

JNO. WILLIAMS, *Treasurer.*

*Richmond, 1st May, 1855.*

## A 1.

*Heads of expenditure for construction of Road and purchase of Property  
to 1st May, 1855.*

Preliminary surveys, . . . . .		2,896	87
Contingent expenses, . . . . .		2,352	74
Purchase of Manchester and Petersburg Turnpike stock, . . . . .		23,841	35
Engineering expenses, . . . . .		32,403	99
Real property in Richmond, . . . . .		19,617	24
Land damages, . . . . .		19,213	91
Graduation, . . . . .		167,027	60
Superstructure, . . . . .		111,510	09
Masonry, . . . . .		72,223	29
James river bridge, . . . . .	Masonry, 49,783 03 Superstructure, 86,050 15		
		<hr/>	135,833 18
Falling creek bridge, . . . . .		10,889	30
Swift creek bridge, . . . . .		10,027	79
Kingsland creek bridge, . . . . .		5,496	42
Depots and workshops, . . . . .		13,106	72
Richmond depot, . . . . .		44,029	05
Manchester depot, . . . . .		3,359	04
Water station, . . . . .		1,181	54
Pocahontas depot, . . . . .		8,011	79
Locomotive engines and cars, . . . . .		97,508	69
Omnibus, . . . . .		1,639	83
Officers' salaries, . . . . .		5,717	33
Repairs of turnpike, . . . . .		1,389	97
Interest on loans, . . . . .	113,099 57		
Premium on sterling bills, and commission on paying loan due in England, . . . . .	6,859 72		
		<hr/>	119,959 29
			<hr/>
			909,237 02

JNO. WILLIAMS, *Treasurer.*

*Richmond, 1st May, 1855.*

## B.

*Statement of Financial Affairs within the year ending 30th April, 1855.*

Cash on hand 30th April, 1854, .		3,524 12	
Debts due by the Company, .			
increased this sum, .		73,645 28	
Transportation, received this sum, .		145,701 89	
Cost of road and property, in-			
creased this sum, .		3 96	
Reconstruction of road, increased			
this sum, .	105,526 86		
Less sales of old railroad iron, .	3,116 37		
	<hr/>	102,410 49	
Land purchase in Richmond, in-			
creased this sum, .		2,266 81	
Debts due to the Company, in-			
creased this sum, .		2,074 17	
Transportation—Expenses of trans-			
portation—Ordinary, .	84,762 54		
Extraordinary, .	5,873 87		
	<hr/>	90,636 41	
Interest paid this sum, .		14,886 66	
Cash on hand 30th April, 1855, .		10,592 79	
		<hr/>	
		222,871 29	222,871 29
		<hr/>	<hr/>

JNO. WILLIAMS, *Treasurer.**Richmond, 1st May, 1855.*



## C.

## Statement of Income from Transportation from 1st May, 1854, to 1st May, 1855.

MONTHS.	Local		Through Travel.	Freight.	Extra Bag- gage & Ex- press Fre't.	Branch Road Freight.	Freight of Clover Hill		Total.
	Travel.	Travel.					Clover Hill Coal.	Clover Hill Travel and Freight.	
1854.									
May,	3,269 77	1,459 10		2,510 68	112 66	198 06	4,006 76	236 89	11,793 92
June,	3,546 93	1,486 80		3,402 57	91 50	4 33	3,577 66	216 1	11,825 97
July,	3,450 60	1,620 97		2,182 68	71 73	1,788 63	3,092 66	307 42	12,514 69
August,	3,395 80	1,791 23		2,750 92	61 77	20 31	3,696 98	160 16	11,877 17
September,	3,559 70	2,839 97		2,442 44	126 32	2 80	3,453 80	193 58	12,618 61
October,	5,544 70	2,214 55		1,271 81	256 10	50	3,628 87	204 62	13,121 15
November,	4,480 90	1,968 65		995 83	190 08	19 57	3,163 28	213 27	11,931 58
December,	4,145 95	1,690 55		715 27	202 24	11 95	2,690 15	161 41	9,626 52
1855.									
January,	3,678 85	1,694 71		927 78	161 14	8 40	3,021 85	147 19	9,639 92
February,	2,837 45	1,936 18		1,176 99	153 79	13 12	3,160 33	139 52	9,417 33
March,	2,783 05	2,305 21		1,671 15	218 52	3 61	3,858 69	182 05	11,022 28
April,	3,461 30	1,538 72		1,577 25	208 83	7 53	2,485 57	187 14	9,466 34
	44,155 00	22,555 64		21,625 37	1,854 63	2,078 81	39,336 60	2,349 43	133,955 53
Transportation of Mail,									
Travel and Freight per Norfolk and Walthall steamer,									7,350 00
Tolls on James river bridge,									4,142 02
Receipts on Manchester and Petersburg Turnpike,									8 50
									245 84
									145,701 89

Richmond, 1st May, 1855.

JNO. WILLIAMS, Treasurer.

## D.

*Statement of Transportation Expenses from May 1, '54, to May 1, '55.*

Repairs of railroad, - - - - -	6,671 15
Repairs of engines and cars, - - - - -	21,216 15
Train expenses, - - - - -	16,402 19
Clover Hill transportation expenses, - - - - -	12,549 72
Depot expenses, including watching of James River Bridge, - - - - -	11,363 52
Repairs of bridges, - - - - -	552 37
Transportation of passengers, mail and baggage, - - - - -	1,424 83
Through travel expenses, - - - - -	2,780 83
Officers' salaries, - - - - -	4,500 00
Postages, newspapers, advertising and printing, - - - - -	1,168 55
Train losses and damages, - - - - -	545 39
Contingent expenses, and insurance against fire, - - - - -	1,531 28
Branch road expenses, - - - - -	2,021 81
Repairs of depots, - - - - -	2,012 44
Office expenses, - - - - -	22 31
	<hr/>
	84,762 54
Interest, - - - - -	14,886 66
Extraordinary expenses, - - - - -	5,873 87
	<hr/>
	20,760 53
	<hr/>
	\$105,523 07

JOHN WILLIAMS,  
*Treasurer.*

Richmond, May 1, 1855.

## G.

*Statement showing Net Income in the Year ending 30th April, 1855.*

Amount of income, - - - - -	145,701 89
Expenses of transportation, ordinary, - - - - -	84,762 54
Expenses of transportation, extraordinary, - - - - -	5,873 87
	<hr/>
	90,636 41
Interest, - - - - -	14,886 66
	<hr/>
	105,523 07
	<hr/>
Net income, - - - - -	\$ 40,178 82

JNO. WILLIAMS,  
*Treasurer.*

Richmond, May 1, 1855.

## H.

Coupon bonds of 1853,	-	-	-	-	-	175,000 00
Deduct paid English debt,	-	-	-	61,526 39		
Certificates of debt,	-	-		43,142 17		
Coupon bonds in Richmond,				12,000 00		
						<u>116,668 56</u>
						58,331 44
Coupon bonds of 1854, gross amount sold,	-	-	-	-	-	<u>89,000 00</u>
						147,331 44
Amount of expenditure for re-construction to 1st May, 1855,						
including discount on coupon bonds, 5,690,	-	-		-	-	<u>191,564 43</u>
Amount expended for re-construction out of the yearly income,						44,232 99

## F.

*Comparative Statement of the Business of the Richmond and Petersburg Railroad Company, for the year ending 30th April, 1854, with the year ending 30th April, 1855.*

	1854.	1855.	IN 1855.	
			Dece'se of Dr. and increase of Cr.	Ince'se of Dr. and decrease of Cr.
Cash, - - -	3,524 12	10,592 79		7,068 67
Debts due to the Com- pany on stock and open account, -	14,672 18	16,746 35		2,074 17
Cost of road and pro- perty, - - -	909,233 06	909,237 02		3 96
Cost of branch road and property, -	45,539 09	45,539 09	—	—
Reconstruction of r'd,	89,153 94	191,564 43		102,410 49
Land purchase, -	16,569 17	18,835 98		2,266 81
	<u>\$1,078,691 56</u>	<u>\$1,192,515 66</u>		
Capital stock, -	685,600 00	685,600 00	—	—
Dividends due to the State, - - -	33,408 00	33,408 00	—	—
Certificates of debt for dividends and dividends credited,	24,166 13	24,166 13	—	—
Open accounts due by the Company, -	291 40	1,203 58	912 18	
Coupon bonds due 1st July, 1875, -	175,000 00	175,000 00	—	—
Coupon bonds due 1st June, 1875, -	—	89,000 00	89,000 00	
Bills payable, -	39,221 14	22,954 24		16,266 90
Profit and loss, -	121,004 89	161,183 71	40,178 82	
	<u>\$1,078,691 56</u>	<u>\$1,192,515 66</u>	<u>\$130,091 00</u>	<u>\$130,091 00</u>

JNO. WILLIAMS,

Richmond, May 1, 1855.

Treasurer.

## E.

*Statement of Payments made to the Norfolk and Port Walthall Steamboat Association, for Extra Through Travel, in Pursuance of Agreement, dated 2d October, 1846.*

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In May, 1854,	-	-	-	-	-	-	-	110 28
In June,	-	-	-	-	-	-	-	105 34
In July,	-	-	-	-	-	-	-	98 44
In August,	-	-	-	-	-	-	-	146 12
In September,	-	-	-	-	-	-	-	241 77
In October,	-	-	-	-	-	-	-	175 44
In November,	-	-	-	-	-	-	-	141 32
In December,	-	-	-	-	-	-	-	104 45
In January, 1855,	-	-	-	-	-	-	-	111 91
In February,	-	-	-	-	-	-	-	149 59
In March,	-	-	-	-	-	-	-	205 41
In April,	-	-	-	-	-	-	-	103 15
								<hr/>
								\$1,693 20
								<hr/>

Richmond, May 1, 1855.

JNO. WILLIAMS,  
Treasurer.

# SUPERINTENDENT'S REPORT.

OFFICE RICHMOND AND PETERSBURG RAILROAD CO., }  
*Richmond, April 30th, 1855.* }

TO PETER V. DANIEL, JR., *President*:

Sir,—In making my annual report of the operations of the road for the fiscal year just ended, it gives me pleasure to be able to congratulate the Company on the favorable prospects of their road, and to express my belief that the stockholders may confidently look forward to receiving regular dividends on their stock at an early period.

The Roadway, Machinery, Cars, &c., are in excellent condition and will compare favorably with the very best Roads in this country.

The Trains have run with great regularity and punctuality during the year and without accident, which speaks well for the vigilance and attention of the various Agents and Employees.

Statements A to M inclusive contain the business and working of the Road in detail.

The gross revenue for the year is \$ 145,701 89, being an increase of \$ 6,264 19, which is made up from the sources as given below. When the commercial pressure and distress, and the great retrenchment in all kinds of business during the past year, (a fact which the returns from all the finished Railroads in the country show,) are taken into consideration, we think the result of the year's business very encouraging.

## RECEIPTS.

From through passengers,	-	-	-	-	\$ 22,555 64
“ Local,	-	-	-	-	44,155 00
“ Transportation U. S. Mail between Richmond and Petersburg,	-	-	-	-	7,350 00
“ Extra Baggage and Express Freight,	“	“	“	-	1,854 68
“ Freight,	“	“	“	-	21,625 37
“ Branch road freight,	-	-	-	-	2,078 81
“ Passengers by Norfolk and Walthall Steamer,	-	-	-	-	3,156 86
“ Freight	“	“	“	“	664 21
“ Mail	“	“	“	“	320 95
“ Freight on coal,	-	-	-	-	39,336 40
“ Miscellaneous Freight and travel by coal trains,	-	-	-	-	2,349 43
“ Tolls on James river bridge,	-	-	-	-	8 50
“ “ Petersburg and Manchester turnpike,	-	-	-	-	245 84
Total,	-	-	-	-	\$ 145,701 89



The ordinary working expenses of the road for the year amount to 84,762 54, or about 58 per cent. of the gross revenue being \$7,672 98 less than the previous fiscal year, leaving a balance over the ordinary working expenses of \$60,939 35, of this amount there has been expended for additions to the property of the Company as follows :

Balance on one Locomotive, - - - -	1,673 87
Cost of one new Post Office Mail and Baggage car, -	1,800 00
New stationary Engine and fixtures for shop, -	2,000 00
Balance on account of new house for agent at the Clover Hill Junction, - - - -	400 00
	<hr/>
	\$ 5,873 87

Making a total of \$ 90,636 41 for ordinary and extraordinary expenses, leaving a balance of \$55,065 48, or rather more than 8 per cent on the amount of the capital stock. The disposition of which the Treasurer's statements will show.

The usual and proper order of Road, Machinery, and transportation, will be observed as I proceed.

## I. ROAD DEPARTMENT.

Embracing Road bed, Railway Tracks, Bridges, Water Stations, Depot Buildings and shops.

### RECONSTRUCTION OF TRACK.

Since the last report this has been completed on the main stem with the exception of the James River Bridge which being previously laid with a light T rail was not so important to be done during the bad weather of the winter, but is now being relaid. The amount expended for this purpose is shown by the Treasurer's statements.

### REPAIRS OF ROAD.

Including Timber, Sills, Keys, Spikes, Wages of Overseers and Mechanics, Hire, Subsistence, Taxes and Clothing for Negroes, Tools, &c., amount to, - - - -	\$ 6,671 15
Repairs of Bridges including all materials and labor,	552 37

### REPAIRS OF DEPOT.

To this account is charged all repairs to Depot Buildings, Water Stations, Pumps and Fixtures for the same, Repairs to Shops, &c., amounts for the year to - - - - \$2,012 44

## II. MACHINERY.

## REPAIRS OF LOCOMOTIVES AND CARS.

The expenses under this head have been as follows :

For Repairs of Engines and Tenders running on Passenger, Freight,									
		Material,	Wood	and	Gravel				
		Trains,	-	-	-	-	4,203	26	
"	"	Passenger cars,	-	-	-	-	4,029	30	
"	"	Freight cars,	-	-	-	-	2,392	25	
"	"	and new tools,	-	-	-	-	617	05	11,241 86
							<hr/>		
"	"	Engines employed on Coal Trains,					4,985	09	
"	"	Coal cars,	-	-	-	-	4,989	20	9,974 29
							<hr/>		
Total,		-	-	-	-	-	-	-	\$21,216 15

## ITEMS.

Wages to Machinists, Blacksmiths, Carpenters and all Mechanics.

Bar, Iron, Steel, Tyres, Axles and Springs purchased.

Copper, Lead, Tin, Bituminous Coal.

Work done elsewhere, charcoal, leather, &c.

Upholstery, trimmings and sundries.

This includes also amount paid Davenport & Bridges for patent right for an improvement on Passenger Cars.

## III. TRANSPORTATION DEPARTMENT.

Full details of tonnage and passengers transported will be found in the statements appended.

## TRAIN EXPENSES.

Under this head is included wages paid to Engine men, Conductors, Firemen, &c., on passenger and freight trains; oil, cotton waste and tallow for trains; wood used by trains on the main line; lamps, bell cord, &c., and amounts, for the past year, to - \$ 16,402 19

## CLOVER HILL TRANSPORTATION.

To this account as it stands on the Treasurer's Books is charged wages of Agent at Clover Hill, wages of Engine men, Firemen, Train Hands, &c., engaged exclusively on coal trains, hire, subsistence and clothing of hands at stations on Clover Hill Road; wood used on Clover Hill Road by coal trains, &c., amounting to - - \$ 12,549 72

To which should be added to show the cost of the coal transportation charged under the heads as stated below in the Treasurer's Books.

Repairs of Engines and Tenders employed exclusively in the transportation of coal,	-	-	\$4,685 09
“ “ Coal cars,	-	-	4,989 20
“ “ Freight cars,	-	-	262 17

Charged on Treasurer's books, to repairs of Locomotives and Cars,	-	-	-	-	\$10,236 46
Wood used by coal trains on main line charged in Treasurer's books, to Train Expenses 700 cords at \$1,50.	-	-	-	-	1,050 00
For its share of Depot expenses (as charged in Treasurer's Books,)	-	-	-	-	2,725 82
To which add as above stated amount charged on Treasurer's Books directly to this account,	-	-	-	-	12,549 72

Making the actual cost of Clover Hill Transportation, \$26,562 00  
Exclusive of its proper proportion for repairs of road, bridges, &c., interest on cost of machinery, cars, &c., employed in the same.

#### TRAIN LOSSES AND DAMAGES.

Under this head are payments for goods damaged or stolen on the road, damage to persons and stock killed, &c., amounting to \$545 39

#### DEPOT EXPENSES.

Salary of Freight and Ticket Agents; wages of Yard Master and Hands; hire, subsistence and clothing of hands employed at Richmond and Petersburg Depots; wages to Watchmen at Richmond and Petersburg Depots, including the Watchmen on James River Bridge; coal for Offices; gas and other lights; ice, brooms and sundries; rent of lot at Richmond, &c.,	-	-	-	-	\$11,653 72
Postages, Newspapers, Advertising and Printing,	-	-	-	-	\$1,168 55

#### OFFICE EXPENSES.

Sundry small items, Stationery, &c.,	-	-	\$22,31
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#### CONTINGENT EXPENSES.

Insurances against fire and items not properly chargeable under other heads,	-	-	-	-	\$1,531 28
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#### THROUGH TRAVEL EXPENSES.

To this account is charged transportation of Passengers, Mail and Baggage through Petersburg, and this Company's share of Through Travel Expenses north of Richmond, amounting to	-	\$2,780 83
Transportation of Passengers, Mail and Baggage in Richmond,	\$1,424 83	

## BRANCH ROAD EXPENSES.

To this account is charged salary of Agent at Port Walthall, hire, subsistence and clothing of the hands kept on the Branch Road, these hands when not employed at Port Walthall accompany the wood and material train; and perform all the labor on that train of loading wood for the different Stations, materials for the Road, &c., the amount for the year is       -       -       -       -       -       -       \$2,021 81

## PETERSBURG AND MANCHESTER TURNPIKE.

The receipts from Tolls on the Turnpike during the past year amounted to \$954 79, the expenses to \$612 29, leaving a balance to the credit of the Turnpike of \$245 84.

All of which is respectfully submitted.

THOS. DODAMEAD, *Superintendent.*

## STATEMENT A.

*Business of the Richmond and Petersburg Railroad for the year ending  
April 30, 1855.*

## TONNAGE.

Coal transported in tons, - - - - -	45,430
Tobacco transported in hogsheads, - - - - -	8,535
Flour transported in barrels, - - - - -	2,304
Cotton transported in bales, - - - - -	2,782
Total amount of freights of all kinds in tons, - - - - -	59,780
Number of tons hauled one mile, - - - - -	1,544,885
Miles run by freight engines, - - - - -	15,041
Miles run by coal engines, - - - - -	40,116
Receipts per mile run by freight trains in cents, - - - - -	159 4-10
Receipts per mile run by Coal trains in cents, - - - - -	117

## PASSENGER TRAVEL.

Number of through passengers during the year, - - - - -	28,931
Number of local and steamboat passengers, &c., - - - - -	49,106
Total number of passengers, - - - - -	78,037
Miles run by passenger engines, - - - - -	38,560
Receipts per mile run by passenger trains in cents, - - - - -	212

## RECEIPTS OF ROAD.

From freight on coal, - - - - -	\$ 39,336 60
From miscellaneous freight and travel by coal trains, - - - - -	2,349 43
Freight carried by freight trains, - - - - -	23,704 18
Freight, extra baggage and express freight carried on passenger trains, - - - - -	2,518 89
Transportation United States mail, - - - - -	7,670 95
Passenger travel, - - - - -	69,867 50
Tolls on James river bridge, - - - - -	8 50
Tolls on Petersburg and Manchester turnpike, less expenses, - - - - -	245 84

\$145,701 89

## STATEMENT B.

*Rolling Stock on the Road, April 30, 1855.*

## LOCOMOTIVE ENGINES.

- 7 Eight-wheel engines with tenders.
- 5 Six-wheel engines with tenders.
- 1 Four-wheel engine with tender.

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 13
 

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## COAL CARS.

- 124 Four wheel.

## CARS FOR FREIGHT AND GENERAL USE.

- 12 Eight-wheel box cars.
- 17 Eight-wheel platform cars.
- 2 Eight-wheel wood cars.
- 2 Eight wheel empty barrel cars.
- 4 Four-wheel dumping cars.

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## PASSENGER, MAIL AND BAGGAGE.

- 4 Eight-wheel smokers and servants cars.
- 6 Eight-wheel first-class cars.
- 2 Eight-wheel baggage and mail cars.
- 1 Eight-wheel baggage car.

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 13
 

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In addition to which there are truck, hand, and crank cars, for track layers, section men, &c.

The number of horses belonging to Company are 13; baggage and mail wagons, 4; other wagons, 5. They also own one-half of two omnibuses used for transporting passengers between depots in Richmond.



## STATEMENT C.

*Statement of Coal transported from Clover Hill during the year ending April 30th, 1855.*

DATE.	To Richmond.	To Petersburg.	To Port Walthall.	TOTAL.	No. of Tons.	AMOUNT.
1854.	Bushels.	Bushels.	Bushels.	Bushels.		
May, - -	10,850	7,880	146,860	165,590	5,519.	\$4,006 76
June, - -	3,205	16,700	107,685	127,590	4,253.	3,077 66
July, - -	22,890	4,150	95,505	122,545	4,055.	3,092 66
August, - -	55,150	10,440	68,140	133,730	4,457.	3,696 98
September, - -	60,125	11,795	49,085	121,005	4,033.	3,453 80
October, - -	43,145	17,775	73,555	134,475	4,482.	3,628 87
November, - -	53,265	21,350	35,075	109,690	3,657.	3,163 28
December, - -	42,110	34,420	15,170	91,700	3,057.	2,690 15
1855.						
January, - -	46,005	26,960	11,085	84,050	2,802.	3,021 85
February, - -	53,255	19,020	15,135	87,410	2,914.	3,160 33
March, - -	71,595	22,400	10,155	104,150	3,472.	3,858 69
April, - -	13,750	11,755	55,470	80,975	2,699.	2,485 57
Total,	475,345	204,645	682,920	1,362,910	45,430	\$39,336 60

## SUMMARY.

To Richmond, -	475,345 bushels.	15,845. tons.
To Petersburg, -	204,645 “	6,821. “
To Port Walthall, -	682,920 “	22,764. “
Total, 1,362,910	“	Total, 45,430. “

Equal to (1,221,698) one million two hundred and twenty-one thousand six hundred and ninety-eight tons hauled one mile.

Amount received for transportation on the same, per ton per mile, 3 21-100—three cents and twensy-one hundreths.

Average tons in each train 69.

TONNAGE.—STATEMENT D.  
Between Richmond and Petersburg, for the year ending April 30th, 1855.  
SOUTHWARDLY.

DATE.	Tobacco. Hogsheads.	Flour. Barrels.	Whiskey. Barrels.	Nails and Spikes in kegs.	Iron. Lbs.	Lumber. Feet.	Groceries, Dry Goods, and Miscellaneous Freight. Lbs.	Way Freight. Lbs.	Tons.	AMOUNT.
1854.										
May, -	22	164	198	70	47,621	25,409	289,065	18,966	298	672 21
June, -	46	1	107	90	58,478	11,701	178,188	24,157	231	521 26
July, -	16		89	230	16,873	6,653	142,664	15,390	134	331 03
August, -	31		93	250	47,378	6,328	243,805	16,349	219	449 12
September, -	53		222	102	50,847	4,058	497,683	21,091	375	790 31
October, -	49	113	368	303	29,933	3,897	300,563	29,695	324	662 74
November, -	29	28	236	105	21,566	13,481	283,553	13,063	266	431 71
December, -	3		184		14,777	21,693	82,717	6,020	127	295 84
1855.										
January, -	2	21	121	315	62,352	1,549	139,622	19,790	155	410 83
February, -	1	7	106	658	22,225	502	147,616	10,013	146	646 08
March, -	10		83	661	17,580	13,197	225,434	19,877	212	483 61
April, -	5		67	500	34,772	8,243	151,876	15,194	157	401 62
Total,	297	324	1,894	3,304	424,402	117,711	2,682,766	209,605	2,644	6,166 36

# TONNAGE.—STATEMENT E.

Between Petersburg and Richmond, for the year ending April 30th, 1855.

NORTHWARDLY.

DATE.	Tobacco.	Empty Flour Barrels.	Empty Liquor Barrels.	Cotton Bales.	Wheat Bushels.	Iron Lbs.	Leather Lbs.	Domestic Bales.	Miscellaneous Freight Lbs.	Way Freight Lbs.	Tons.	Amount.
1854.												
May,	1,263		504	126		98,882	2,250	22	51,940	3,900	1,804	\$1,838 47
June,	2,165		356	133		7,740	500	14	64,437	2,250	1,746	2,881 31
July,	1,264		371	170		9,545	615	13	34,195	150	1,041	1,851 65
August,	1,133	585		54	4,197	12,506		32	42,615	67,450	1,082	2,301 80
September,	529	1,013	141	219	11,388	5,665	3,909	5	77,275	2,070	851	1,652 13
October,	165	1,708	216	202	54	817	450	11	111,766	48,182	272	1,609 07
November,	106	442	2,145	176		50,160		3	105,342	200	252	504 12
December,	49		342	252	102		100		111,481	14,450	177	419 43
1855.												
January,	75	1,822	322	405		12,525		17	55,366	61,439	230	516 95
February,	187	1,368	203	357		20,129	2,235		45,688	2,100	258	530 91
March,	601	85	212	380			5,640	15	82,678	4,900	581	1,187 54
April,	631		329	308		1,900	1,574	45	53,816	3,200	566	1,175 63
	8,167	7,363	5,201	2,782	15,741	219,869	17,273	177	836,499	210,291	8,140	\$15,469 01
Tons southwardly,	-	-	-	-	2,644	Amount,	-	-	-	-	-	6,156 36
Tons northwardly,	-	-	-	-	8,140	Amount,	-	-	-	-	-	15,469 01
Total,					10,784		Total,					\$21,625 37

## STATEMENT F.

*Miscellaneous Tonnage Transported between Richmond and Clover Hill, between Clover Hill and Petersburg, and between Port Walthall and Clover Hill, during the year ending April 30, 1855.*

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RICHMOND TO CLOVER HILL.

Miscellaneous freight, consisting of groceries, corn,  
iron, liquors, dry goods, castings, meal, furniture,  
guano, &c., - - - - - 570 tons.

## CLOVER HILL TO RICHMOND.

Tobacco, 101 hogsheads, weight 62 tons,  
Wheat, 5,103 bushels, weight 153 tons,  
Miscellaneous freight, 90 tons, 305 tons,  
— 875

## CLOVER HILL TO PETERSBURG.

Lumber, 25,432 feet, weight 46 tons,  
Wheat, 5,566 bushels, " 77 tons,  
Corn, 320 bushels, " 9 tons,  
— 132 tons.

## PETERSBURG TO CLOVER HILL.

Miscellaneous freight, groceries, guano, &c., 90 tons.  
— 222

## PORT WALTHALL TO CLOVER HILL.

Hay, rope, powder, oil, machinery, &c., 113

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1,210

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## STATEMENT G.

*Tonnage Transported between Richmond and Port Walthall during the year ending April 30, 1855.*

DOWNWARDS.			
1,970 Barrels of flour, weight	213 tons,		
Miscellaneous freight,	21 tons,		
Freight to go by steamer,	328 tons,		
	—	Total,	562
UPWARDS.			
Iron rails, tons of 2,240 lbs.,	1,500 tons,		
Flour, 40 barrels,	4 tons,		
Freight by steamer,	290 tons,		
	—	Total,	1,794
		Total, both ways,	<u>2,356</u>

## RECAPITULATION OF TONNAGE.

Total aggregate tons of freight other than coal,	-	-	14,350
Total aggregate tons of coal,	-	-	45,430
Total aggregate of all freights,	-	-	<u>59,780</u>

Being equal to (1,544,885) one million, five hundred and forty-four thousand, eight hundred and eighty-five tons hauled one mile.

## STATEMENT H.

*Local Passengers transported between Richmond and Petersburg during the year ending April 30th, 1855.*

## NORTHWARDLY.

DATE.	Way Pas- sengers set down.		Way Pas- sengers taken up.		Petersburg to Richmond.		TOTAL.		GRAND TOTAL.
	Whites.	Blacks.	Whites.	Blacks.	Whites.	Blacks.	Whites.	Blacks.	
1854.									
May, - - -	108	17	61	57	1,336	301	1,505	375	1,880
June, - - -	87	23	53	100	1,208	518	1,351	641	1,992
July, - - -	87	18	68	38	1,176	231	1,331	287	1,618
August, - - -	97	26	94	31	1,032	159	1,223	216	1,439
September, - - -	47	21	79	38	1,159	195	1,285	254	1,539
October, - - -	147	8	73	12	2,003	304	2,223	324	2,547
November, - - -	50	11	94	18	2,065	262	2,209	291	2,500
December, - - -	35	37	56	58	1,141	466	1,232	561	1,793
1855.									
January, - - -	40	3	75	44	1,202	283	1,317	330	1,647
February, - - -	46	2	42	7	1,109	145	1,197	154	1,351
March, - - -	29	13	45	10	1,029	164	1,103	187	1,290
April, - - -	26	23	80	32	1,090	251	1,196	306	1,502
Total,	799	202	823	445	15,550	3,279	17,172	3,926	21,098

## SOUTHWARDLY.

DATE.	Way Pas- sengers set down.		Way Pas- sengers taken up.		Richmond to Petersburg.		TOTAL		GRAND TOTAL.
	Whites.	Blacks.	Whites.	Blacks.	Whites.	Blacks.	Whites.	Blacks.	
1854.									
May, - - -	121	49	53	16	1,317	333	1,491	398	1,889
June, - - -	73	108	44	33	1,256	437	1,373	578	1,951
July, - - -	52	39	54	17	1,044	237	1,150	293	1,443
August, - - -	70	44	73	35	1,081	244	1,224	324	1,548
September, - - -	61	29	42	11	1,051	239	1,154	279	1,433
October, - - -	151	23	39	7	1,602	347	1,792	377	2,169
November, - - -	135	37	38	6	2,038	280	2,211	323	2,534
December, - - -	120	98	36	23	1,296	500	1,452	621	2,073
1855.									
January, - - -	84	46	25	19	1,172	315	1,281	380	1,661
February, - - -	61	12	12	2	988	168	1,061	182	1,243
March, - - -	57	13	22	6	900	141	979	160	1,139
April, - - -	72	33	74	8	1,186	264	1,332	305	1,637
Total,	1,057	531	512	184	14,931	3,505	16,500	4,220	20,720



## STATEMENT I.

*Through Passengers for the year ending April 30th, 1855.*

## SOUTHWARDLY.

DATE.	From New York.	From Philadelphia.	From Baltimore.	From Washington.	From Richmond to Weldon and Gaston.		TOTAL.
					Whites.	Blacks.	
1854.							
May, -	190	125½	136½	186	174		812
June, -	213	121½	92½	179	140	23	769
July, -	186½	119	94½	239	156	65	860
August, -	507	216½	118	237	155	57	1,290½
September, -	1,402½	436	237	423½	239	130	2,868
October, -	616	242	136½	230	318	221	1,863½
November, -	622½	178	192½	256	322	164	1,735
December, -	298½	127½	119	239	259	161	1,204
1855.							
January, -	204	103½	127½	235½	198	204	1,072½
February, -	177½	166	111	186½	275	124	1,040
March, -	353½	287½	116½	275	219	77	1,388½
April, -	335	63	123	170	184	58	943
Total,	5,106	2,186	1,771½	2,856½	2,639	1,284	15,646

## NORTHWARDLY.

DATE.	From Wilmington.	From Weldon.	From Weldon and Gaston to Richmond.		From Petersburg.	TOTAL.
			Whites.	Blacks.		
1854.						
May, -	519	121½	278		162	1,080½
June, -	549	119½	251½		170	1,090
July, -	608	61½	259	31	186½	1,144
August, -	595	74	191	30	191½	1,081½
September, -	172	157½	235½	37	304½	906½
October, -	575	71	140	20	216½	1,022½
November, -	395½	55½	120	16	198½	785½
December, -	551½	51½	154	20	149	926
1855.						
January, -	658	82	158	31	170	1,099
February, -	1,036	119	139½	28	142	1,464½
March, -	1,077½	199	174	28	218½	1,697
April, -	428	127	204	61	167	987
Total,	7,162½	1,239	2,304½	302	2,276	13,284

## STATEMENT J.

*Whole number of Passengers carried on Trains, during the year ending April 30, 1855.*

SOUTHWARDLY.					
Through passengers,	-	-	-	-	15,646
Local passengers, -	-	-	-	-	20,720
					<u>36,366</u>
NORTHWARDLY.					
Through passengers,	-	-	-	-	13,284
Local passengers, -	-	-	-	-	21,098
					<u>34,372</u>
Steamboat passengers by way of Port Walthall, downwards,	-	-	-	-	3,324
Steamboat passengers by way of Port Walthall, upwards,	-	-	-	-	3,547
					<u>6,871</u>
Way passengers between Richmond, Petersburg, and Clover Hill, &c., downwards,	-	-	-	-	258
Way passengers between Richmond, Petersburg and Clover Hill, &c., upwards,	-	-	-	-	160
					<u>418</u>
Total number of passengers, -	-	-	-	-	<u><u>78,037</u></u>

## STATEMENT K.

*Of Miles run by Engines during the year ending April 30th, 1855.*

DATE.	P n g Trains.	Freight Trains.	Coal Trains.	Material and Wood Trains.	Gravel Trains.	Total.
1854.						
May, -	3,510	1,263	4,675	962	563	10,973
June, -	3,196	1,672	3,684	1,039	709	10,300
July, -	3,285	1,822	3,244	1,075	75	9,501
August, -	3,074	1,433	4,004	715	239	9,465
September, -	2,746	1,100	3,551	574	56	8,027
October, -	3,263	1,035	3,806	524	616	9,244
November, -	3,426	1,376	3,336	505	869	9,512
December, -	3,295	1,212	2,684	1,086		8,277
1855.						
January, -	3,331	1,035	2,976	650		7,992
February, -	2,920	1,080	2,958	909	117	7,984
March, -	3,337	945	3,003	928	288	8,501
April, -	3,177	1,068	2,195	638	170	7,248
Total,	38,560	15,041	40,116	9,605	3,702	107,024

## SUMMARY.

Miles with passenger trains, -	-	-	-	-	-	-	38,560
" " freight trains, -	-	-	-	-	-	-	15,041
" " coal trains, -	-	-	-	-	-	-	40,116
" " material and wood trains, -	-	-	-	-	-	-	9,605
" " gravel trains, -	-	-	-	-	-	-	3,702
Total miles run by all engines,							107,024

Average cost of repairs of engines during the year has been 8.58-100 cents per mile run.

Repairs of passenger cars  $\frac{1}{4}$  of a cent per passenger per mile, or 10.44-100 cents per mile run by passenger trains.

Repairs of freight cars  $\frac{1}{4}$  of a cent per ton per mile.

Repairs of coal cars 4-10 of a cent per ton per mile.

Total working expenses, 80 cents per mile run.

## STATEMENT L.

*Materials on hand, April 30th 1855, for repairs of Locomotives and Cars.*

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Iron castings for cars and engines, -	-	-	-	828	32
Brass castings for cars and engines,	-	-	-	910	00
Copper flues for engines, -	-	-	-	772	40
Iron flues for engines, -	-	-	-	110	12
Tyres for engines, -	-	-	-	338	00
Springs for engines, -	-	-	-	377	12
Springs for cars, -	-	-	-	255	00
Steel for springs, -	-	-	-	254	93
Iron, bar, -	-	-	-	443	90
Wheels for cars, -	-	-	-	312	00
Iron work for cars, coupling pins, links, &c.,	-	-	-	67	00
Duplicate parts of engines, viz : crank guides, pedestals, &c.,	-	-	-	339	00
Sheet iron, lead, sheet and bolt copper, solder, block tin, zinc,	-	-	-		
wire, cast steel, files, &c., -	-	-	-	347	45
Timber, lumber, nails screws, leather, gum springs, furniture,	-	-	-		
&c., for cars, -	-	-	-	445	75
					<hr/>
					\$5,800 99
					<hr/>

## STATEMENT M.

*Number of Persons employed by the Richmond and Petersburg Railroad Company, April 30th, 1855.*

## TRANSPORTATION DEPARTMENT.

HOW EMPLOYED.	No.	TOTAL.	NAME.	Pay per day.	Pay per month.
Freight clerk at Richmond,	1		West Wyatt,		\$58 33 $\frac{1}{2}$
Ticket agent and collector,	1		J. N. Parker,		58 33 $\frac{1}{2}$
Superintendent's clerk,	1		M. W. Yarrington,		58 33 $\frac{1}{2}$
		3			
Agent at Petersburg,	1		Richard Furt, Jr.,		58 33 $\frac{1}{2}$
Assistant agent at Petersburg,	1		H. B. Gaines,		41 66 $\frac{2}{3}$
		2			
Agent at Clover Hill,	1		A. R. Smith,		60 00
Assistant agent at Clover Hill,	1		R. E. Morriss,		35 00
		2			
Agent at Port Walthall,	1		Thos. Bass,		41 66 $\frac{2}{3}$
		1			
Yard manager at Richmond,	1		Hiram James,		50 00
		1			
Omnibus manager,	1		W. R. Gibson,		50 00
		1			
Conductor of passenger train,	1		H. P. Stratton,		50 00
“ “ “ “	1		Clement Rothwell,		50 00
		2			
Baggage masters,	2				
		2	each,		45 00
Engine men,	6				
		6	each,		60 00
Watchmen at Richmond,	2				
“ “ “	1		each,		30 00
“ “ James ri'r bridge,	3		(per night)	\$1 25	
		6	each,		25 00
Carried forward,		26			

## STATEMENT M—Continued.

## ROAD DEPARTMENT.

HOW EMPLOYED.	No.	TOTAL.	NAME.	Pay per day.	Pay per month.
Overseer of road,	1		A. Philips,		\$75 00
Section man,	1				45 00
Foreman bridge carpenter,	1			\$2 31	
Bridge carpenters,	4		Each,	1 50	
	—	7			
MACHINERY DEPARTMENT.					
Machinists' foreman,	1			2 50	
"	5		Each,	1 60	
"	1			1 50	
Apprentices,	2		Each,		
	—	9			
Blacksmiths' foreman,	1			2 75	
"	2		Each,	1 75	
	—	3			
Carpenters' foreman,	1			2 75	
"	3		Each,	1 75	
"	3		Each,	1 50	
	—	7			
Painter,	1			2 25	
Car Inspectors' foreman,	1			1 50	
" "	2		Each,	1 00	
	—	4			
Brought forward,		26			
		—			
		56			

## NEGROES.

At Richmond depot, loading and unloading cars,	-	-	-	10
At office in Richmond,	-	-	-	1
In shops as helpers,	-	-	-	9
Omnibus and wagon drivers,	-	-	-	5
At depot in Petersburg,	-	-	-	6
At depot at Port Walthall,	-	-	-	7
At stations on the main and Clover Hill roads,	-	-	-	11
As firemen and train hands,	-	-	-	12
Free blacks, as firemen and train hands,	-	-	-	3
Yearly hands on the road,	-	-	-	12
				—
				76









PROCEEDINGS  
OF  
THE STOCKHOLDERS  
IN THE  
RICHMOND AND PETERSBURG  
RAILROAD COMPANY,  
AT  
THEIR GENERAL MEETING,  
AND  
REPORTS  
MADE BY THE PRESIDENT, DIRECTORS AND SUPERINTENDENT  
TO THE  
STOCKHOLDERS,  
TWENTY-FIRST MEETING, MAY 27, 1856.

RICHMOND:  
H. K. ELLYSON'S STEAM POWER PRESSES, 147 MAIN STREET.  
1856.



T W E N T Y - F I R S T  
A N N U A L M E E T I N G O F T H E S T O C K H O L D E R S ,

H E L D O N T U E S D A Y , M A Y 27, 1856.

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At a meeting of Stockholders of the Richmond and Petersburg Railroad Company, at the office of the Company in Richmond, on Tuesday, 27th May, 1856 :

Mr. Gustavus A. Myers was appointed Chairman of the meeting, and John Williams, Secretary.

The Chairman appointed Mr. R. B. Haxall, Mr. Holden Rhodes and Mr. William F. Watson, a committee to examine proxies.

The committee reported that they had examined the proxies, and found them to correspond with the list thereof, which report was approved.

There being present, in person and by proxy, private stockholders entitled to 1,420 votes, and the proxy of the Board of Public Works, Mr. Wm. F. Watson, entitled to 946, being two-thirds of the votes of private stockholders present, in all 2,366, (the whole number that could be given being 3,139,) the meeting proceeded to business.

The following report was presented by the President and Directors, and read :



## ANNUAL REPORT.

The Board of Directors of the Richmond and Petersburg Railroad Company respectfully submit to the stockholders this, their annual report, with its accompanying statements, exhibiting the condition of the property and affairs of the company on the 30th of April, 1856, and its operations and business during the year preceding that date.

These statements show that the whole amount of the income of the company from its ordinary current business during the last fiscal year, was \$151,947 53, or \$6,245 64 more than it was the preceding year; while the total amount of its ordinary current expenses during the same period, was \$78,713 03, or \$6,049 51 less than their amount during the preceding fiscal year.

The balance of income, amounting to \$73,234 50, has been appropriated to the payment of the interest on the debts of the company, amounting to \$15,025 35; to the two semi-annual dividends of  $2\frac{1}{2}$  per cent. each, declared in June and December, amounting to \$42,830; to additions to the rolling stock and property of the company, (chiefly consisting of one new 6 wheel passenger, and eight new 8 wheel burthen box cars, needed to accommodate its business, and costing \$6,440,) in all amounting to \$8,220 25; to the payment of claims against the company on account of the years 1839 to 1846, 1853 and 1854, unadjusted or unclaimed till during the last, and amounting to \$5,461 29, and towards the diminution of the bills payable by the company from \$22,954 24, their amount on the 30th of April, 1855, to \$3,478 68, their amount on the 30th of April, 1856.

It is true that a portion of the first semi-annual dividend was paid out of the nett income of the four months preceding the 30th of April, 1855; but it is also true that a larger amount has been contributed by the nett income of the last four months of this last fiscal year to the dividend which may be declared during the next month, and is included and provided for that purpose in the items of cash on hand and bills receivable, specified in the accompanying statements. The decrease of \$7,297 43 in the amount of cash on hand on the 30th of April last, below what it was on the 30th of April, 1855, has also contributed to the diminution of the bills payable account.

The increase in the income of the company would, there is reason to believe, have exceeded what it has been, had its business not suffered, like that of others, by the interruptions and depressions caused by the unprecedented severity and length of the last winter, and the general and continued scarcity of money, felt chiefly by the mercantile, trading and travelling classes of the country. During the larger portion of the year, too, the transportation of coal on and from the Clover Hill Rail-

road either continued to decline, was, as during a portion of the winter, nearly suspended, or did not increase; so that the whole number of bushels transported during the past year was 183,350 less than were transported during the preceding year, during which there were 241,440 bushels less transported than there were during the year ending on the 30th of April, 1854. This business, it is believed, has now passed its lowest ebb, and within the last few months its tide has turned and risen, with every prospect of a steady, permanent and considerable annual increase. The extent of the coal field at the mines is believed to exceed what is even yet known of it. New shafts have been sunk and are pushed towards completion; while the track of the Clover Hill road is now relaid over more than half its length, and will ere long be relaid over its whole extent with a new and permanent superstructure of heavy iron rails, facilitating the transportation of larger trains, with diminished wearing of their machinery. At the same time, the daily increasing demand for this description of coal for the gas works and manufactories of the cities of this and other States, promises to afford a ready and profitable market for all that can be produced.

While many of the items of the ordinary current expenses of the road during the past year are much less, and their aggregate over \$6,000 less than their amounts during the preceding year, a few of those items have exceeded their respective amounts during the preceding year, especially the repairs of depots and repairs of bridges. These increased amounts are accounted for chiefly in the cost of a new and permanent metal roof to the depot and warehouse in Richmond, and in repairs and improvements to the James River bridge, which have greatly added to its strength and permanence. Upon this bridge an additional insurance of \$10,000, increasing the item of contingent expenses, has been also effected, making the whole amount for which it is now insured \$50,000.

The other structures and buildings, as well as the machinery, cars and other property of the company, are in good condition and repair, and its business during the past year has been conducted by its officers and agents, who are under the direction of this Board, with diligence, fidelity and efficiency, to which the present prosperous condition of its affairs is largely attributable.

Signed on behalf of the Board.

P. V. DANIEL, JR., *President.*

The said report and the accompanying documents were received and approved.

The report of the examining committee was read, received and approved:

The committee appointed at the last annual meeting of the company report, that they have examined the road from Richmond to Petersburg, and take great pleasure in testifying to the fine condition of the main line, and of the cars, locomotives, work-shops, and all their appointments, reflecting great credit upon the general management of the company's concerns.

The committee further report, that the books are neatly and accurately kept, and that the result of their examination is entirely satisfactory.

Respectfully submitted.

G. A. MYERS,  
J. GRATTAN CABELL,  
WM. F. WATSON,  
FRED. ANDERSON,  
HENRY C. CABELL.

*Richmond, May 26, 1856.*

The meeting then proceeded to the election of officers.

Whereupon, Mr. Peter V. Daniel, Jr., was unanimously elected President of the company, and Messrs. Richard Barton Haxall, Holden Rhodes and Charles Ellis were elected Directors on behalf of the stockholders.

Messrs. Francis E. Rives and Roscoe B. Heath were announced to have been appointed Directors on behalf of the State.

Dr. J. Grattan Cabell, and Messrs. William W. Harvie, Wm. F. Watson, Gustavus A. Myers, Powhatan Ellis, Jr., were appointed the committee of examination.

On motion, *Resolved*, That the President take such measures in regard to publishing the report of the President and Directors, and the proceedings of this meeting, as he may deem expedient.

The meeting then adjourned.

G. A. MYERS, *Chairman.*

JOHN WILLIAMS, *Secretary.*



## A.

*Statement of the affairs of the Richmond and Petersburg Railroad*

## COST OF ROAD AND PROPERTY.

From Richmond to Petersburg, including interest, per statement A 1,	910,633 82	
Of branch road to Port Walthall, including purchase of land, wharves, coal tracks and cars, .	45,539 09	
		956,172 91
Re-construction of road, . . . . .		191,880 94
Land purchase, . . . . .		18,946 97

## DEBTS DUE TO THE COMPANY.

This Company's stock taken for debt, . . . . .	5,376 06	
Open accounts, . . . . .	8,474 60	
Bills receivable, . . . . .	20,883 17	
		34,733 83
Cash on hand, . . . . .		3,295 36

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1,205,030 01

*Company, from the commencement of the work to the first of May 1856.*

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CAPITAL STOCK.

Subscribed by individuals 3,000 shares,	300,000 00	
Converted loan stock, 2,010 "	\$50, 100,500 00	
		400,500 00
Sub. by the St'e, old st'k, 2,000 "	200,000 00	
" " new " 1,856 "	185,600 00	
8,866 all ent'ld eq'l div'ds,	385,600 00	
		786,100 00

DEBTS DUE BY THE COMPANY.

Dividend bonds to the State, . . . . .	33,408 00	
Coupon bonds due 1st July, 1875, . . . . .	74,500 00	
" due 1st June, 1875, . . . . .	112,000 00	
Certificates of debt for dividends, . . . . .	23,657 27	
Am't to credit of individual stockholders, . . . . .	508 86	
		24,166 13
Unclaimed interest on certificates of debt, . . . . .	143 45	
Bills payable, . . . . .	3,478 68	
Open accounts, . . . . .	8,352 43	
		256,048 69
Profit and loss, . . . . .		162,881 32
		<u>1,205,030 01</u>

JNO. WILLIAMS, *Treasurer.*

*Richmond, 1st May, 1856.*



*Heads of expenditure for construction of Road and purchase of Property to 1st May 1856.*

Preliminary surveys, . . . . .	2,896 78
Contingent expenses, . . . . .	2,352 74
Purchase of Manchester and Petersburg Turnpike stock, . . . . .	23,841 35
Engineering expenses, . . . . .	32,403 99
Real property in Richmond, . . . . .	19,617 24
Land damages, . . . . .	19,264 99
Graduation, . . . . .	168,273 32
Superstructure, . . . . .	111,510 09
Masonry, . . . . .	72,222 27
James river bridge, . . . . .	Masonry, 49,783 03
	Superstructure, 86,050 15
	<hr/> 135,833 18
Falling creek bridge, . . . . .	10,889 30
Swift creek bridge, . . . . .	10,027 79
Kingsland creek bridge, . . . . .	5,496 42
Depots and workshops, . . . . .	13,106 72
Richmond depot, . . . . .	44,029 05
Manchester depot, . . . . .	3,359 04
Water station, . . . . .	1,181 54
Pocahontas depot, . . . . .	8,011 79
Locomotive engines and cars, . . . . .	97,508 69
Omnibus, . . . . .	1,639 83
Officers' salaries, . . . . .	5,717 33
Repairs of turnpike, . . . . .	1,389 97
Interest on loans, . . . . .	113,099 57
Premium on sterling bills and commission on paying loan due in England, . . . . .	6,859 72
	<hr/> 119,959 29
	<hr/> 910,633 82

JNO. WILLIAMS, *Treasurer.*

*Richmond, 1st May, 1856.*

## B.

*Statement of Financial Affairs within the year ending 30th April, 1856.*

Cash on hand 30th April, 1855, . . . . .	10,592 79
Capital stock increased this sum, . . . . .	100,500 00
Transportation received this sum, . . . . .	151,947 53
Cost of road and property, increased this sum, . . . . .	1,396 80
Re-construction of road, increased this sum, . . . . .	316 51
Land purchase in Richmond, increased this sum, . . . . .	110 99
Debts due to the company, increased this sum, . . . . .	17,987 48
Debts due by the company, decreased this sum, . . . . .	89,683 26
Dividends declared, . . . . .	42,830 00
Transportation—expenses ordinary, . . . . .	78,713 03
extraordinary, . . . . .	13,681 54
	<hr/>
	92,394 57
Interest paid this sum, . . . . .	15,025 35
Cash on hand 30th April, 1856, . . . . .	3,295 36
	<hr/>
	263,040 32
	<hr/>
	263,040 32
	<hr/>

*Richmond, 1st May, 1856.*JNO. WILLIAMS, *Treasurer.*

## C.

*Statement of Income from Transportation, from 1st May, 1855, to 1st May, 1856.*

MONTHS.	Local		Through		Freight.	Extra Bag-		Freight of Clover Hill		TOTAL.
	Travel.		Travel.			gage & Ex- press Fre't.		Coal.		
1855.										
May,	-	3 604 75	1,533 56		1,895 43	151 37	2,523 34	195 81	9,904 26	
June,	-	3,300 10	1,595 23		3,021 54	161 04	1,828 98	190 78	10,097 67	
July,	-	3,602 45	1,647 02		2,272 61	143 69	2,320 61	276 40	10,262 78	
August,	-	3,613 19	2,955 24		1,878 03	195 78	3,204 68	233 95	12,081 58	
September,	-	3,214 57	3,668 87		1,330 29	253 39	3,224 97	189 54	11,881 63	
October,	-	5,197 30	3,424 56		1,206 53	297 55	3,556 51	445 39	14,127 84	
November,	-	4,149 12	2,259 05		4,799 99	209 44	3,904 19	273 00	15,594 79	
December,	-	4,535 25	1,969 76		646 80	194 36	2,880 01	164 99	10,391 17	
1856.										
January,	-	3,540 95	2,594 29		965 66	210 65	1,163 69	102 37	8,577 61	
February,	-	3,628 55	4,095 00		2,291 61	245 07	3,607 56	206 82	14,074 61	
March,	-	3,339 85	3,512 04		1,566 77	234 83	3,265 41	241 12	12,160 02	
April,	-	2,899 65	2,137 88		3 344 83	168 52	3,337 62	255 81	12,144 31	
		44,626 44	31,392 50		25,220 09	2,465 69	34,817 57	2,775 98	141,298 27	
Transportation of Mail,	-	-	-	-	-	-	-	-	-	7,350 00
Travel and Freight per Norfolk and Walthall steamer,	-	-	-	-	-	-	-	-	-	3,290 89
Receipts on Manchester and Petersburg Turnpike,	-	-	-	-	-	-	-	-	-	8 37
										<u>\$ 151,947 53</u>

*Richmond, 1st May, 1856.*

JNO. WILLIAMS, Treasurer.

## D.

*Statement of Transportation Expenses from 1st May, 1855, to 1st May, 1856.*

Repairs of railroad, . . . . .	\$6,663 42	
Repairs of engines and cars, . . . . .	13,733 19	
Train expenses, . . . . .	13,050 72	
Clover Hill transportation expenses, . . . . .	11,867 49	
Depot expenses, . . . . .	10,413 17	
Repairs of bridges and watching, . . . . .	6,635 19	
Transportation of passengers and baggage in Richmond, . . . . .	1,568 30	
Officers' salaries, . . . . .	4,500 00	
Postages, newspapers and printing, . . . . .	957 46	
Train losses and damages, . . . . .	586 56	
Contingent expenses and insurance against fire, . . . . .	2,020 81	
Branch road expenses, . . . . .	807 18	
Repairs of depots, . . . . .	3,707 03	
Mail expenses, . . . . .	635 13	
Through travel expenses, . . . . .	1,567 38	
		<u>\$78,713 03</u>

JOHN WILLIAMS, *Treasurer.*

RICHMOND, 1ST MAY, 1856.

## E.

*Statement of Extraordinary Expenses from 1st May, 1855, to 1st May, 1856.*

Eight new 8 wheel box cars, . . . . .	5,640 00	
One new 6 wheel passenger car, . . . . .	800 00	
		<u>6,440 00</u>
New passenger depot, on account, . . . . .	500 00	
Culverts to drain shops and engine house, . . . . .	210 25	
		<u>710 25</u>
Purchase of negro man, . . . . .		1,070 00
		<u>8,220 25</u>
Amount of additions to stock, . . . . .		
Arrears of treasurer's salary for 7 years, from 1839 to 1846, . . . . .	2,028 89	
Unclaimed bonds for negro hire for 1853 and 1854, . . . . .	3,432 40	
Amount of expenses chargeable to former years, . . . . .		<u>5,461 29</u>
Total amount of extraordinary expenses, . . . . .		<u>13,681 54</u>

## F.

*Statement of Payments made to the Norfolk and Port Walthall Steam-boat Association for Extra Through Travel, in Pursuance of Agreement, dated 2d October, 1846.*

In May,	1855,	.	.	.	.	.	.	\$98 44
In June,	"	.	.	.	.	.	.	89 77
In July,	"	.	.	.	.	.	.	97 97
In August,	"	.	.	.	.	.	.	288 38
In September,	"	.	.	.	.	.	.	367 01
In October,	"	.	.	.	.	.	.	290 57
In November,	"	.	.	.	.	.	.	153 95
In December,	"	.	.	.	.	.	.	111 86
In January,	1856,	.	.	.	.	.	.	40 08
In February,	"	.	.	.	.	.	.	280 08
In March,	"	.	.	.	.	.	.	130 74
In April,	"	.	.	.	.	.	.	
								<u>\$1,948 85</u>

JOHN WILLIAMS, *Treasurer.*

RICHMOND, 1st MAY, 1856.

G.

*Comparative Statement of the Business of the Richmond and Petersburg Railroad Company, the year ending 30th April, 1855, with the year ending 30th April, 1856.*

	1855.	1856.	IN 1856.	
			Decrease of Dr. and increase of Cr.	Increase of Dr. and decrease of Cr.
Cash, . . . . .	\$10,592 79	\$3,295 36	\$7,297 43	—
Debts due to the Com- pany on stock and open account, . . . . .	16,746 35	13,850 66	2,895 69	—
Bills receivable, . . .		20,883 17	—	20,883 17
Cost of road and pro- perty, . . . . .	909,237 02	910,633 82	—	1,396 80
Cost of branch road and property, . . . . .	45,539 09	45,539 09	—	—
Reconstruction of road, Land purchase, . . .	191,564 43	191,880 94	—	316 51
	18,835 98	18,946 97	—	110 99
	\$1,192 515 66	\$1,205,030 01		
Capital stock, . . . .	685,600 00	786,100 00	100,500 00	—
Dividends due to the State, . . . . .	33,408 00	33,408 00	—	—
Certificates of debt for dividends and divi- dends credited, . . .	24,166 13	24,166 13	—	—
Open accounts due by the company, . . . .	1,203 58	8,495 88	7,292 30	—
Coupon bonds due 1st July, 1875, . . . . .	175,000 00	74,500 00	—	100,500 00
Coupon bonds due 1st June, 1875, . . . . .	89,000 00	112,000 00	23,000 00	—
Bills payable, . . . .	22,954 24	3,478 68	—	19,475 56
Profit and loss, . . .	161,183 71	162,881 32	1,697 61	—
	1,192,515 66	\$1,205,030 01	\$142,683 03	\$142,683 03

JOHN WILLIAMS, *Treasurer.*

RICHMOND, 1ST MAY, 1856.



## H.

*Statement showing the Net Income in the year ending 30th April, 1856.*

Amount of income, . . . . .		\$151,947 53
Expenses of transportation—Ordinary, . . . . .	78,713 03	
Extraordinary, . . . . .	13,681 54	
	92,394 57	
Interest, . . . . .	15,025 35	
		107,419 92
Net income, . . . . .		\$44,527 61

JOHN WILLIAMS, *Treasurer.*

RICHMOND, 1st May, 1856.

# SUPERINTENDENT'S REPORT.

OFFICE RICHMOND AND PETERSBURG RAILROAD CO., }  
*Richmond, April 30th, 1856.* }

TO PETER V. DANIEL, JR., *President.*

Sir:—I herewith submit to you my report, with its accompanying statements in detail, of the working and operating this road for the past year. It is a matter of no small gratification to me to be able to present its affairs in their present prosperous condition.

The Roadway, Machinery, Cars, &c., are in very superior order, and I believe equalled by few and excelled by none in this country.

The trains have run with punctuality and safety, and although the past winter was one of extreme severity, and caused more or less obstruction and many accidents on other roads in this and other parts of the country, we have been so fortunate as to have gone through it without accident or any serious delays to our regular trains; in fact we have run throughout the year without accident of any kind to the trains.

Notwithstanding the entire freedom of the trains from accident, it becomes my painful duty to report a fatal casualty which occurred to one of our conductors, Mr. Clement N. Rothwell, who was struck by a farm bridge while on top of the cars of his train on the 19th of January last, and so severely injured as to cause his death on the 25th of the same month; and although, from his near personal relationship, the occurrence was one of the most painful and distressing nature to myself and family, it can only be regarded as one of the misfortunes incident to those who are engaged in a hazardous employment.

Another fatal casualty occurred, by which a small negro boy, about eight years of age, who had gone to sleep upon the track, was struck by an engine attached to a coal train, and killed.

The gross revenue for the year is \$153,896 38, from which must be deducted \$1,948 85, the amount paid the Norfolk and Port Walthall Association by the Company's contract with them for extra through travel, leaving the balance, per Treasurer's statement, \$151,947 53.

The working expenses are \$78,713 03, or about 52 per cent. of the gross receipts. It will be seen that some of the items have been largely decreased; in others there is an increase over the previous year.

Extensive repairs have been made to James River Bridge, a new roof put on the Richmond depot, and other important repairs to depot buildings made, and which, in view of a judicious economy, it was thought best not to defer, as in no business is the old adage more true than on railroads, viz: "that a stitch in time saves nine;" and I have always endeavored to have the Company's property in better condition at the end of the year than at the beginning, instead of allowing it to depreciate for the purpose of making a temporary show of a decrease in expenses at the cost of future years.

The statements appended, from A to M, give full details of the business.

## WORKING EXPENSES.

### I. ROAD DEPARTMENT.

Repairs of road, for all materials and wages,	6,663 42	
“ bridges, including watchman,	6,635 19	
“ depot, for all materials and wages,	3,707 03	
	<u>17,005 64</u>	

### II. MACHINERY DEPARTMENT.

#### REPAIRS OF LOCOMOTIVES AND CARS.

For engines running passenger, freight, material, wood and gravel trains.					
	For materials.	For wages.			
	571 03	1,992 26	2,563 29		
Passenger cars,	1,448 60	1,689 27	3,177 67		
Freight cars,	582 12	978 12	1,561 00		
			<u>7,301 96</u>		
Coal engines,	1,836 45	3,128 60	4,965 05		
Coal cars,	398 63	1,067 55	1,466 18		
			<u>6,431 23</u>		
					13,733 19

### III. TRANSPORTATION DEPARTMENT.

#### TRAIN EXPENSES.

Wages to conductors, engine men, firemen, brakemen, wood, oil, cotton waste, tallow, &c., for passenger and freight trains,	13,050 72
---	-----------

#### CLOVER HILL TRANSPORTATION EXPENSES.

Pay of agents, engine men, firemen, brakemen, and hands employed exclusively in the transportation of coal, wood, oil, &c., used by coal trains,	11,867 49
--	-----------

#### DEPOT EXPENSES.

Pay of ticket and freight clerks at Richmond and Petersburg, depot hands, gas, watchmen, coal for offices, ice, brooms, and sundries, rent of lot at Richmond, &c.,	10,413 17
---	-----------

#### TRAIN LOSSES AND DAMAGES.

Payments for goods damaged, lost or stolen, stock killed, &c.,	586 56
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#### BRANCH ROAD EXPENSES.

Pay of agent and hands at Port Walthall,	807 18
--	--------

#### THROUGH TRAVEL EXPENSES.

Including transportation of passengers and baggage in Richmond, \$1,568 30, \$1,567 38,	3,135 68
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#### MAIL EXPENSES.

Transportation of mail in Richmond,	635 13
-------------------------------------	--------

#### GENERAL EXPENSES.

Officers' salaries,	4,500 00
Postages, newspapers and printing,	957 46
Contingent expenses, and insurance against fire,	2,020 81
	<u>7,478 27</u>

Total.	<u>\$78,713 03</u>
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## PETERSBURG AND MANCHESTER TURNPIKE.

The receipts for tolls have been, for the year, \$814 77, the expenses, \$806 40, leaving a balance of \$8 37 to its credit.

To the amount as charged on the books to Clover Hill transportation expenses, should be added, to show its true cost, the amount expended for repairs of engines and cars used exclusively in that business, and also its share of depot expenses; the latter of which, of course, cannot be kept separate, but it has been estimated by competent judges to amount to about 2 mills per bushel. The real cost of the business would then be as follows:

Charged on Treasurer's books to that account, expenses		
incurred exclusively for that business,	-	11,867 49
Repairs of engines and cars used in that business,	-	6,431 23
Its share of depot expenses,	-	2,359 11

Making the actual cost,	-	\$20,657 83
Exclusive of any share of the general expense of the road.		

Eight new eight wheel box cars have been purchased, and a new six wheel passenger car built in the shops, at a cost of,	-	6,440 00
---	---	----------

Expended on account of new passenger depot in Richmond,	500 00	
Culverts to drain shops and engine house,	210 25	
	<hr/>	710 25

A negro man purchased,	-	1,070 00
------------------------	---	----------

Being an increase of property to the amount of	-	8,220 25
--	---	----------

Paid arrears of Treasurer's salary, from 1839 to 1846,	-	2,028 89
---	---	----------

Unclaimed bonds for negro hire, for the years 1853 and 1854,	-	3,432 40
---	---	----------

Making an amount of	-	5,461 29
---------------------	---	----------

Which is chargeable to former years.		<hr/>
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Making a total of	-	\$13,681 54
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Extraordinary expenses.

All of which is respectfully submitted.

THOS. DODAMEAD, *Superintendent.*

## STATEMENT A.

*Business of the Richmond and Petersburg Railroad during the year ending April 30th, 1856.*

TONNAGE.					
Coal transported, in tons,	-	-	-	-	41,281
Tobacco transported, in hogsheads,	-	-	-	-	7,382
Cotton transported, in bales,	-	-	-	-	3,892
Express freight,	-	-	-	-	298
Total amount of freights of all kinds, in tons,	-	-	-	-	58,671
Number of tons hauled 1 mile,	-	-	-	-	1,528,043
Miles run by freight engines,	-	-	-	-	14,369
Miles run by coal engines,	-	-	-	-	28,735
Receipts per mile run by freight trains, in cents,	-	-	-	-	175 5-10
Receipts per mile run by coal trains, in cents,	-	-	-	-	134 3-10
PASSENGER TRAVEL.					
Number of through passengers during the year,	-	-	-	-	39,675
Number of local and steamboat passengers,	-	-	-	-	49,245
Total number of passengers,	-	-	-	-	88,920
Passengers carried 1 mile in the cars,	-	-	-	-	1,962,519
Miles run by passenger engines,	-	-	-	-	36,946
Receipts per mile run by passenger trains, in cents,	-	-	-	-	241 2-10
RECEIPTS OF ROAD.					
From freight on coal,	-	-	-	\$34,817 57	
“ miscellaneous freight,	-	-	-	27,813 18	
“ express freights and extra baggage,	-	-	-	2,465 69	
					65,096 44
“ Passenger travel,	-	-	-	-	81,255 41
“ Transportation United States Mail,	-	-	-	-	7,536 16
“ Tolls on Petersburg & Manchester Turnpike, less expenses,	-	-	-	-	8 37
					153,896 38
Less amount paid Norfolk and Port Walthall Association, for extra through travel,	-	-	-	-	1,948 85
					<u>\$151,947 53</u>

## STATEMENT B.

*Rolling Stock on the Road, April 30th, 1856.*

## LOCOMOTIVE ENGINES.

- 7 Eight-wheel engines with tenders,
- 4 Six-wheel engines with tenders,
- 1 Four-wheel engine with tender.

—  
12  
==

## COAL CARS.

- 115 Four-wheel.

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## CARS FOR FREIGHT AND GENERAL USE.

- 20 Eight-wheel box cars.
- 17 Eight-wheel platform cars.
- 2 Eight-wheel wood cars.
- 2 Eight-wheel empty barrel cars.
- 4 Four-wheel dumping cars.

—  
45  
==

## PASSENGER, MAIL AND BAGGAGE.

- 4 Eight-wheel smokers' and servants' cars.
- 6 Eight-wheel first-class cars.
- 1 Eight-wheel baggage and mail car.
- 1 Twelve-wheel baggage and mail car.
- 1 Eight-wheel baggage car.
- 1 Six-wheel passenger coach.

—  
14  
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In addition to which there are truck, hand, and crank cars, for track layers, section men, &c.



## STATEMENT C.

*Statement of Coal transported from Clover Hill during the year ending April 30th, 1856.*

MONTHS.	To Richmond.	To Petersburg.	To Port Walthall.	Aggregate Bushels.	No. of Tons.	AMOUNT.
1855.						
May, . . .	10,545	15,070	57,445	83,060	2,596	2,523 34
June, . . .	9,010	6,540	44,870	60,420	1,888	1,828 98
July, . . .	37,565	4,215	41,360	83,140	2,598	2,320 61
August, . . .	47,505	20,985	45,425	113,915	3,560	3,204 68
September, . . .	59,220	14,245	37,670	111,135	3,473	3,224 97
October, . . .	81,400	30,430	1,435	113,265	3,540	3,556 51
November, . . .	85,075	16,140	27,980	129,195	4,034	3,904 19
December, . . .	54,280	33,805	6,820	94,905	2,966	2,880 01
1856.						
January, . . .	23,030	14,680	-	37,710	1,178	1,163 69
February, . . .	79,570	35,700	-	115,270	3,600	3,607 56
March, . . .	62,960	23,760	22,900	109,620	3,426	3,265 41
April, . . .	33,475	20,385	74,065	127,925	3,998	3,393 44
Total, . . .	583,635	235,955	359,970	1,179,560	36,857	\$34,873 39

## SUMMARY.

To Richmond, . . .	583,635 bushels.	20,425 tons.
" Petersburg, . . .	235,955 "	8,258 "
" Port Walthall, . . .	359,970 "	12,598 "

Total, . . . 1,179,560      Total, . . . 41,281

Equal to 1,158,493 tons hauled 1 mile.

# TONNAGE—STATEMENT D.

*Between Richmond and Petersburg, for the Year ending April 30th, 1856.*

## SOUTHWARDLY.

DATE.	Tobacco. Hhds.	Sugar. Hhds.	Whiskey. Bbls.	Nails and Spikes in kegs.	Iron. lbs.	Machinery and Castings.	Lumber. Feet.	Miscellaneous Freight.	Way Freight. lbs.	Tons.	AMOUNT.
1855.											
May, .	30	43	67	43	20,958	52,534	3,711	97,662	15,135	162	\$ 430 23
June, .	39	62	103	453	17,580	48,947	—	112,643	3,291	197	447 93
July, .	47	35	61	398	20,653	30,125	902	72,760	17,933	155	372 53
August, .	26	24	38	544	11,078	35,351	4,530	122,198	15,196	138	368 75
September, .	44	10	57	321	29,438	4,775	1,540	171,254	18,197	176	422 52
October, .	23	—	168	239	9,960	21,342	—	332,496	39,735	232	536 03
November, .	22	3	202	92	6,688	21,988	1,533	139,931	8,040	151	352 94
December, .	9	—	198	33	34,810	20,310	—	116,051	2,770	138	310 87
January, .	6	—	445	130	14,910	100	10,020	332,287	11,272	280	545 68
February, .	28	—	530	557	30,574	11,950	4,971	393,541	11,363	459	700 23
March, .	70	114	300	501	50,982	13,328	2,408	199,906	16,564	341	726 27
April, .	18	4	151	655	28,686	7,718	1,041	160,898	26,934	189	411 89
Total.....	362	295	2,320	3,966	276,317	268,468	30,656	2,251,627	186,430	2,618	\$ 5,625 87

## TONNAGE—STATEMENT E.

Between Petersburg and Richmond, for the Year ending April 30th, 1856.

## NORTHWARDLY.

DATE.	Tobacco. Hhds.	Empty Liquor Barrels.	Empty Flour Barrels.	Cotton. Bales.	Wheat. Bushels.	Corn. Bushels.	Leather. Lbs.	Domestics. Bales.	Iron. Lbs.	Miscellaneous Freight.	Wood. Cords.	WAY FREIGHT.			Tons.	AMOUNT.
												Miscellaneous	Freight.	Lumber. Feet.		
1855.																
May .....	902	244		166			500		13,365	63,988		1,500			694	\$ 1,462 64
June .....	1,834	323		154			845	5	8,010	59,169	11	600	8,000		846	2,570 46
July .....	1,210	270		398	3,125				12,500	20,419		2,565			1,054	1,897 45
August .....	910	66	232	348	988		350		12,500	97,361	4½	48,587	1,000		856	1,505 40
September .....	559	175		164	485			5		45,263		41,341			490	903 84
October .....	130	445	760	233	1,528	10	600		44,946	134,544	17	13,100			297	668 76
November .....	88	294	1,024	377	636		100		27,886	54,353	69	9,322			348	579 79
December .....	31	358	510	338	84		100			60,581		550			152	330 87
1856.																
January .....	64	409		262		1,470		18		149,637					438	412 73
February .....	275	424		463			900	52	10,258	679,378	111½				880	1,468 07
March .....	221	432		565	248		1,865	76	13,750	486,878		15,100			565	836 84
April .....	389	346		424	1,180		665	112	4,846	415,504		4,620			652	1,150 67
Total .....	6,613	3,786	2,526	3,892	8,274	1,480	5,925	268	135,561	2,267,065	213	137,485	9,000		7,272	\$13,787 52
Tons southwardly,								2,618	Amount,							5,625 87
Tons northwardly,								7,272	Amount,							13,787 52
Express freight,								298	Amount,							2,103 82
Total,								10,188	Total,							\$21,517 91

## STATEMENT F.

*Tonnage transported during the Year ending April 30th, 1856.*

## CLOVER HILL TO RICHMOND.

Tobacco, 126 hogsheads,	83 tons.
Wheat, 10,579 bushels,	316 tons.
Corn, 310 "	8 tons.
Lumber, 85,017 feet,	170 tons.
Miscellaneous,	21 tons.
	598 tons.

## RICHMOND TO CLOVER HILL.

Miscellaneous freight, consisting of groceries, corn, dry goods, castings, meal, furniture, guano, &c.,	608 tons.	1,206
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## CLOVER HILL TO PETERSBURG.

Lumber, 8,500 feet,	17 tons.
Wheat, 1,170 bushels,	25 tons.
Tobacco, 2 hogsheads,	1 ton.
	53 tons.

## PETERSBURG TO CLOVER HILL.

Miscellaneous freight, groceries, guano, &c.,	93 tons.	53
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## PORT WALTHALL TO CLOVER HILL.

Hay, powder, oil, &c.,		25
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## PORT WALTHALL TO RICHMOND.

Railroad iron,	4,531 tons.
Miscellaneous,	4 tons.
	4,535 tons.

## RICHMOND TO PORT WALTHALL.

279 hogsheads tobacco,	212 tons.
Miscellaneous,	19 tons.
597 cords wood, (way)	1,044 tons.
	1,275 tons.
	5,890
	7,202

All tons of 2,000 lbs.

Equal to 151,492 tons transported one mile.

## STATEMENT G.

*Local Passengers between Richmond and Petersburg during the year ending April 30th, 1856.*

## NORTHWARDLY.

DATE.	Way Passen- gers put down.		Way Passen- gers taken up.		Petersburg to Richmond.		TOTAL.		GRAND TOTAL.
	Whites.	Blacks.	Whites.	Blacks.	Whites.	Blacks.	Whites.	Blacks.	
1855.									
May.....	40	21	80	38	1,195	383	1,315	442	1,757
June.....	23	27	75	26	1,172½	204	1,270½	257	1,527½
July.....	43	12	24	10	1,112	254	1,179	276	1,455
August.....	42	22	84	24	1,355	225	1,481	271	1,752
September.....	40	14	66	15	1,056½	223	1,162½	252	1,414½
October.....	62	12	63	13	2,545½	227	2,670½	252	2,922½
November.....	18	12	117	20	1,473	200	1,608	232	1,840
December.....	35	59	84	34	1,751	369	1,870	462	2,332
1856.									
January.....	26	16	121	32	1,253	265	1,400	313	1,713
February.....	31	10	69	8	1,361	178	1,461	196	1,657
March.....	25	20	75	20	1,119	246	1,219	286	1,505
April.....	25	12	67	12	1,016½	152	1,108½	176	1,284½
Total.....	410	237	925	252	16,410	2,926	17,745	3,415	21,160

## SOUTHWARDLY.

DATE.	Way Passen- gers put down.		Way Passen- gers taken up.		Richmond to Petersburg.		TOTAL.		GRAND TOTAL.
	Whites.	Blacks.	Whites.	Blacks.	Whites.	Blacks.	Whites.	Blacks.	
1855.									
May.....	87	64	20	4	1,104½	384	1,211½	452	1,663½
June.....	88	31	9	3	1,046	197	1,143	231	1,374
July.....	123	36	37	11	1,181	230	1,341	277	1,618
August.....	91½	16	49	9	1,116½	211	1,257	236	1,493
September.....	65½	14	41	9	1,078½	223	1,185	246	1,431
October.....	191	18	50	6	2,821	229	3,062	253	3,315
November.....	90	18	49	4	1,349	228	1,488	250	1,738
December.....	80	88	46	12	1,528	413	1,654	513	2,167
1856.									
January.....	108	23	44	9	1,049	244	1,201	276	1,477
February.....	62	15	39	7	1,178	156	1,279	178	1,457
March.....	68	8	32	11	1,011	239	1,111	258	1,369
April.....	81	11	35	2	973	153	1,089	166	1,255
Total.....	1,135	342	451	87	15,435½	2,907	17,021½	3,336	20,357½

## STATEMENT H.

*Through Passengers for the year ending April 30th, 1856.*

## SOUTHWARDLY.

DATE.	From New York.	From Philadelphia.	From Baltimore.	From Washington.	From Richmond to Weldon & Gaston.		TOTAL.
1855.							
May, . . .	248½	78½	123½	128	194	85	857½
June, . . .	185	153	80	138	209	111	876½
July, . . .	178	561	130	163½	173	59	1,265
August, . .	457	238½	199½	179½	138	92	1,304½
September, .	1,472	537½	340	228½	212	222	3,012½
October, . .	1,197	517½	390½	347	334	321	3,107
November, .	569	246	223½	229	355	264	1,886½
December, .	295	137½	119½	247	264	261	1,324
1856.							
January, . .	145½	30½	28	27½	677	451	1,359½
February, *					1,224	342	1,566
March, . . .	832½	399	186	294½	275	413	2,400
April, . . .	177	101	92	176½	229	319	1,094½
Total.....	5,756½	3,000	1,914	2,159	4,284	2,940	20,053

\* Potomac frozen up.

## NORTHWARDLY.

DATE.	From Wilmington.	From Weldon.	From Weldon and Gaston to Richmond.		From Petersburg.	TOTAL.
1855.						
May, . . .	545½	35	226	55	149	1,010½
June, . . .	456½	123	288	59	122	1,048½
July, . . .	532½	124	323	81	134½	1,195½
August, . .	1,715	406	308	71	223	2,723½
September, .	784½	687½	241	52	300	2,065
October, . .	579	425	218½	85	220½	1,528
November, .	383½	185	181	50	174	973½
December, .	549	107	231	75	158	1,120
1856.						
January, . .	427½	43	610	99	15	1,194½
February, . .			1,782	100	8	1,890
March, . . .	1,203	512	227	103	171	2,216
April, . . .	823½	195½	265	81	185½	1,550½
Total.....	7,999½	2,843	4,900½	911	1,860½	18,514½



## STATEMENT I.

*Whole Number of Passengers carried on Trains during the Year ending  
April 30th, 1856, over the Richmond and Petersburg Railroad.*

SOUTHWARDLY.		
Through passengers,	20,053	
Local passengers,	20,357½	
		40,410½
NORTHWARDLY.		
Through passengers,	18,514½	
Local passengers,	21,160	
		39,674½
Steamboat passengers, by way of Port Walthall, downwards,	3,490	
Steamboat passengers, by way of Port Walthall, upwards,	4,903	
		8,393
Passengers between Richmond and Petersburg and Clover Hill,		442
Total number of passengers,		88,920

*Equal to 1,962,519 passengers carried one mile.*

## STATEMENT J.

*Statement of Miles run by Trains of all kinds during the year ending April 30th, 1856.*

DATE.	Trains, Passenger.	Trains, Freight.	Trains, Coal.	Trains, Material and Wood.	Trains, Gravel.	TOTAL.
1855.						
May, . . .	2,974	1,787 $\frac{1}{2}$	2,053	732	-	7,546 $\frac{1}{2}$
June, . . .	3,034 $\frac{1}{2}$	1,395	1,608	686	219	6,935 $\frac{1}{2}$
July, . . .	3,055	1,413	2,032	695	40	7,235
August, . . .	3,010 $\frac{1}{2}$	1,505	2,820	660	22 $\frac{1}{2}$	8,018
September, . . .	2,975 $\frac{1}{2}$	1,162 $\frac{1}{2}$	2,646	672	-	7,456
October, . . .	3,401 $\frac{1}{2}$	1,351	1,971	760 $\frac{1}{2}$	477	7,961
November, . . .	3,192	1,077 $\frac{1}{2}$	3,170	778	768	8,985 $\frac{1}{2}$
December, . . .	3,225 $\frac{1}{2}$	765	2,452	935	-	7,377 $\frac{1}{2}$
1856.						
January, . . .	3,146 $\frac{1}{2}$	517 $\frac{1}{2}$	1,310	935	-	5,909
February, . . .	2,648	947	2,979	861	-	7,435
March, . . .	3,240 $\frac{1}{2}$	817 $\frac{1}{2}$	2,710	933	10	7,711
April, . . .	3,042 $\frac{1}{2}$	1,630 $\frac{1}{2}$	2,984	1,057	-	8,714
Total, . . .	36,946	14,369	28,735	9,704 $\frac{1}{2}$	1,536 $\frac{1}{2}$	91,291

## SUMMARY.

Miles with passenger trains,	36,946
“ freight trains,	14,369
“ coal trains,	28,735
“ material and wood trains,	9,704 $\frac{1}{2}$
“ gravel trains,	1,536 $\frac{1}{2}$
	91,291

Average cost of repairs of engines during the year has been 8 24-100 cents per mile run.

Repairs of passenger cars 17-100 of a cent per passenger per mile, or 9 cents per mile run by passenger trains.

Repairs of freight cars 4-10 of a cent per ton per mile, or 6 48-100 cents per mile run by freight trains.

Repairs of coal cars 12-100 of a cent per ton per mile, or 5 1-10 cents per mile run by coal trains.

Total working expenses, 86 2-10 cents per mile run.



## STATEMENT M.

*Number of Persons employed by the Richmond and Petersburg Railroad Company, April 30th, 1856.*

## TRANSPORTATION DEPARTMENT.

HOW EMPLOYED.	No. TOTAL.	NAME.	Pay per day.	Pay per month.
Ticket and freight clerk at Richmond,	1	J. N. Parker,		\$62 50
Superintendent's clerk,	1	M. W. Yarrington,		58 33
	2			
Ticket and freight clerk at Petersburg,	1	Richard Furt, Jr.,		62 50
	1			
Agent at Clover Hill,	1	A. R. Smith,		60 00
Assistant agent at Clover Hill,	1	R. E. Morriss,		35 00
	2			
Agent at Port Walthall,	1	Thomas Bass,		41 66
	1			
Yard manager at Richmond,	1	Hiram James,		50 00
	1			
Omnibus manager,	1	Wm. R. Gibson,		50 00
	1			
Conductor of passenger train,	1	H. P. Stratton,		50 00
“ “ “ “	1	W. R. Daniel,		50 00
	2			
Baggage masters,	2			40 00
	2			
Engine men,	1			70 00
“ “	5			67 00
	6			
Watchman at Richmond,	1		1 20	
“ “	1		1 10	
	2			
“ James river bridge,	3			25 00
	3			
“ Petersburg,	1		1 25	
	1			
	24			

## STATEMENT M—Continued.

## ROAD DEPARTMENT.

HOW EMPLOYED.	No. TOTAL.	NAME.	Pay per day.	Pay per month.
Overseer of road and bridges,	1	A. Phillips.		\$75 00
Section man,	2			
Bridge carpenters,	1		1 75	
" "	11		1 50	
	12			
MACHINERY DEPARTMENT.				
Machinists' foreman,	1		2 50	
" "	2		1 75	
" "	4		1 60	
Apprentices,	2			
	9			
Blacksmiths' foreman,	1		2 75	
" "	1			
" "	1		1 75	
	1			
Carpenters' foreman,	1		2 75	
" "	1			
" "	2		1 75	
" "	2		1 60	
" "	2		1 50	
	6			
Painter,	1		2 25	
	1			
Car inspectors' foreman,	1		1 50	
" "	2		1 15	
	3			
	37			

## NEGROES.

At Richmond depot, loading and unloading cars,	9
At office in Richmond,	1
In shops as helpers,	6
Omnibus and waggon drivers,	5
At depot in Petersburg,	6
At depot at Port Walthall,	6
At stations on the main and Clover Hill roads,	8
As firemen and train hands,	12
Hands on road	12
	65





## STATEMENT L.

*Materials on hand April 30th, 1856, for Repairs of Locomotives and Cars.*

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Iron castings for cars and engines, . . . . .	910 28
Brass castings for cars and engines, . . . . .	924 00
Copper flues for engines, . . . . .	895 20
Iron flues for engines, . . . . .	110 12
Tyres for engines, . . . . .	999 25
Springs for engines, . . . . .	545 87
Springs for cars, . . . . .	743 82
Steel for springs, . . . . .	123 12
Iron, bar, . . . . .	465 07
Wheels for cars, . . . . .	210 00
Iron works for cars, coupling pins, links, &c., . . . . .	144 00
Duplicate parts of engines, viz: crank guides, pedestals, &c., . . . . .	375 00
Sheet iron, lead, sheet and bolt copper, solder, block tin, zinc, wire, cast steel, files, &c, . . . . .	176 98
Timber, lumber, nails, screws, leather, gum springs, furniture, &c., for cars, . . . . .	153 00
	<hr/>
	<b>\$6,775 71</b>

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PROCEEDINGS  
OF THE  
STOCKHOLDERS  
IN THE  
RICHMOND AND PETERSBURG  
RAIL ROAD COMPANY,  
AT  
THEIR GENERAL MEETING,  
AND  
REPORTS  
MADE BY THE PRESIDENT, DIRECTORS AND SUPERINTENDENT,  
TO THE  
STOCKHOLDERS,  
TWENTY-SECOND MEETING, MAY 26, 1857.

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RICHMOND:  
CHARLES H. WYNNE, PRINTER.  
1857.



TWENTY-SECOND

ANNUAL MEETING OF THE STOCKHOLDERS,

HELD ON TUESDAY, MAY 26, 1857.

At a meeting of Stockholders of the Richmond and Petersburg Rail Road Company, at the office of the Company in Richmond, on Tuesday, 26th May, 1857 :

Mr. James H. Cox was appointed Chairman of the meeting, and John Williams and M. W. Yarrington, Secretaries.

The Chairman appointed Mr. G. A. Myers, Mr. Wm. F. Watson and Mr. Frederick Anderson, a committee to examine proxies.

The committee reported that they had examined the proxies, and found them to correspond with the list thereof, which report was approved.

There being present, in person and by proxy, private stockholders entitled to 1,131 votes, and the proxy of the Board of Public Works, Mr. Wm. F. Watson, entitled to 754, being two-thirds of the votes of private stockholders, in all 1885 (the whole number that could be given being 3,384), the meeting preceeded to business.

Whereupon the President presented to the meeting the Annual Report of the Board of Directors, with its accompanying documents, which were read, and on motion were received and approved.

The following report of the Examining Committee, was then read, and on motion received and approved :

The Committee appointed at the last annual meeting of this Company report that they have examined the road from Richmond to Petersburg and to Port Walthall, and take great pleasure in testifying to its fine condition and to the good condition of the cars, locomotives, workshops, and all their appointments, reflecting great credit upon the general management of the Company's concerns. The passenger

cars would no doubt present a neater external appearance, were proper sheds provided for their protection.

The committee further report the books are neatly and accurately kept, and that the result of their examination is entirely satisfactory.

Respectfully submitted,

G. A. MYERS,  
WM. W. HARVIE.  
WM. F. WATSON.

*Richmond, May 26, 1857.*

On motion of Mr. Moncure Robinson, the following resolution was unanimously adopted :

*Resolved*, That a committee of three, of which the President be the chairman, be appointed, to report to the next meeting of Stockholders the action they would recommend in relation to the Petersburg and Manchester Turnpike and the Pocahontas Bridge.

Whereupon, the Chairman appointed the following committee : Messrs. Peter V. Daniel, Jr., Charles Ellis and Roscoe B. Heath.

Mr. Moncure Robinson offered the following resolution, which was unanimously adopted :

*Resolved*, That the salary of the President of this Company, be increased to \$2,000 per annum.

Mr. Frederick Anderson offered the following resolution, which was unanimously adopted :

*Resolved*, That the salary of the Treasurer of this Company be increased to \$1,750 per annum.

The meeting then proceeded to the election of officers.

Whereupon, Mr. Peter V. Daniel, Jr., was unanimously elected President of the Company, and Messrs. Richard Barton Haxall, Charles Ellis, and Dr. Charles S. Mills, were unanimously elected Directors on behalf of the Stockholders.

Messrs. Francis E. Rives and Roscoe B. Heath were announced to have been appointed Directors on behalf of the State.

Messrs. Samuel T. Bayly, Wm. F. Watson, Wm. W. Harvie, Frederick Anderson and Powhatan Ellis, Jr., were appointed the Committee of Examination.

On motion, *Resolved*, That the President take such measures in regard to publishing the report of the President and Directors, and the proceedings of this meeting, as he may deem expedient.

The meeting then adjourned.

JAMES H. COX, *Chairman.*

M. W. YARRINGTON, *Secretary.*

## ANNUAL REPORT.

The Board of Directors of the Richmond and Petersburg Rail Road Company respectfully submit to the Stockholders this, their Annual Report, with the accompanying statements, exhibiting the business and affairs of the Company during the year ending on the 30th of April, 1857.

From these it will be seen, that the income of the Company, from its ordinary current business, during that period, amounted to \$157,403 97, or \$5,456 44 more than that of the preceding year; and its ordinary current expenses to \$82,662 88, or \$3,949 85 more than their amount during the preceding year; an increase for which the enhanced cost of fuel, oil and labor, fully accounts. The amount of these expenses, as compared with those of the preceding year, was further increased, by the settlement during April, of over \$4000 of open accounts, heretofore, usually settled in July.

In view of the absence, during this year, of any session of the State Legislature, and of the increased travelling to Richmond, incident to its sessions here, and considering the interruptions to both trade and travelling, resulting from the severity of the winter, the occurrence of an increase of over \$5,000 in our income, is an earnest of the steady progress of the business of the Company. Confidence in that progress is further confirmed by the facts, that there has been, during the last year, an increase of 4,434 through passengers, of 6,540 local and steamboat passengers, of 3,251 hogsheads of tobacco, of 621 bales of cotton, of 4,562 tons of freight carried between Richmond and Petersburg, and of 293 tons of miscellaneous freight carried to and from Clover Hill; items comprising the most reliable and permanent resources for the increasing business and profits of this Company.

Although, there has been, also, an increase of nearly 8,000 tons in the amount of coal transported from the Clover Hill mines, the income received from this business is \$1,161 50 less than that derived from it the preceding year, in consequence of the reduction under the contract with the Clover Hill Rail Road Company, which took effect on the 1st of August last, in the tolls on coal, which had during the two preceding years been considerably advanced, to indemnify this Company for the additional expense of transportation, resulting from the dilapidated condition in which the road of that Company then was, and for some time had been. That road has since been re-laid with T iron rails and new sills, and the reduction in tolls on coal, agreed upon between the two Companies, accordingly has gone into



effect. The income from this business during the past year, nevertheless, exceeds the income derived from it during the year ending April 30th, 1853, during which, 7,264 tons of coal more were transported than during last year, by \$5,618 04, and is less than that received from it during the year ending April 30th, 1854, during which, 8,642 more tons were transported than during last year, by only \$2,196 85.

It is confidently expected, that with the constantly increasing demand for coal, especially in Richmond and Petersburg, to which points its transportation is most profitable to this Company, and with the very extensive veins which have been recently laid open, and are about to be worked in the Clover Hill region, this business, during this and each succeeding year, will steadily and greatly increase in amount, and also become more profitable to this Company.

This increase in the Company's business, past, present and prospective, has made necessary an increase of its machinery and cars, both in supplying those which have been worn out, and in adding to their number, which increase, in the purchase of a new engine and coal cars, constitutes, \$11,229 87 of the amount of "Extraordinary Expenditures" contained in the accompanying statements. Another item of those expenditures, amounting to \$6,000, was paid for considerable enlargements and improvements in the Depot buildings at Richmond, which greatly facilitate and protect the transportation of freights. The item of \$6,000 for repairs of bridges is also an outlay not chargeable to the current expenses of the year, but one conducing to the greater strength and security and permanence of the bridges for many years. Additional side-tracks and other similar expenditures are comprised in the last item of extraordinary expenses, which also include \$8,167 15, damages, costs and counsel's fees paid in the suit of Mrs. Purnell against this Company decided last winter in the Federal Court, and brought to recover damages for injuries received by herself, her son and servant from an accident to one of this Company's passenger trains, which occurred early in April, 1853.

The Branch Road to Port Walthall, with all its turnouts and additional tracks at that place, has been during the past year reconstructed in the best and most permanent manner, with heavy iron rails, at a cost of \$20,572 58, and is now in perfect order. For this expenditure, as well as for the greater portion of those under the head of Extraordinary Expenses, it was the design of the Legislature and the Stockholders to provide from the sales of the coupon bonds, issued in June, 1854. But a reluctance to sell them below their par value, and the unlimited offerings in the market of other Rail Roads and State securities, at heavy discounts, has prevented the sale of more than \$11,500 of these bonds during the past year. There has also been paid during the past year the sum of \$4,459 22, included in the increased items of "Cost of Road and Property," for land dam-

ages for the original construction of the main road, the payment of which had been suspended by the pendency of two suits, one of which was decided, and the other compromised during the past year; leaving no other similar claim against this Company, now remaining unsettled.

This item has also been increased by the purchase of the lot lying between this Company's Depot in Pocahontas, and the Appomattox River, for \$1,876, on a credit of one, two and three years, an acquisition deemed highly important and valuable to this Company.

Information as to the condition of the Road, machinery and other property of the Company, is fully and, it is believed, correctly given in the report of the Superintendent, and will be further given doubtless in the report of the Examining Committee.

For information respecting the condition and cost of repairing the Manchester Turnpike, the Board respectfully refer to the accompanying report of the Superintendent, and submit to the Stockholders the question of the expediency of incurring that cost, or of a transfer or other disposal of their property in that turnpike road.

During the past winter the offices of Treasurer and Superintendent have both been vacated by the gentlemen who have filled them for many years. While the Board have regretted the necessity of parting with officers so capable and experienced in the affairs of the Company, they deem it a subject of congratulation, that they have been able to procure as their successors in those offices two such able and efficient officers as our present Treasurer, James B. Macmurdo, Esq., and E. H. Gill, Esq., our present Superintendent. Convinced, however, that with the greatly enhanced expenses of living in this city, and with the increased salaries given to similar officers, (our late Superintendent now receiving double the salary paid him by this Company,) the services of such officers would be inadequately compensated by, or could not be obtained for, the salaries heretofore paid by this Company, the Board fixed the salary of Superintendent at \$2,000 per annum, and having no authority under our by-laws to increase that of the Treasurer, they earnestly recommend to the Stockholders, to increase it to not less than \$1,750 per annum.

Of the attention, fidelity and efficiency of the officers and employees of the Company, under the direction of the Board, it gives the Board pleasure to add their cordial commendation.

Respectfully submitted, &c.

Signed in behalf of the Board by

P. V. DANIEL, JUN'R,  
*President.*

## A

*Statement of the affairs of the Richmond and Petersburg Rail Road*

## COST OF ROAD AND PROPERTY.

From Richmond to Petersburg, including interest, per statement A No. 1,.....	916,970 04	
Branch Road to Port Walthall, including purchase of land, wharves, coal tracks and cars,.....	45,539 09	
		962,509 13
Re-construction of Road,.....		212,453 52
Land Purchase, .....		18,946 97

## DEBTS DUE TO THE COMPANY.

This Company's stock taken for debt,.....	5,376 06	
Open Account,.....	4,243 70	
Bills Receivable,.....	13,078 34	
		22,698 10
Cash on hand,.....		3,984 17

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1,220,591 89

*Company, from the commencement of the work to 1st May, 1857.*

CAPITAL STOCK.

Subscribed by individuals, 3,000 shares,	300,000	00	
Converted loan stock, 2,800 “ \$50,	140,000	00	
			440,000 00
Sut. by the St'e, old st'k, 2,000 “	200,000	00	
“ “ new “ 1,856 “	185,600	00	
			385,600 00
			<u>825,600 00</u>

DEBTS DUE BY THE COMPANY.

Dividend bond to the State,.....	33,408	00	
Coupon bonds due 1st July, 1875,.....	35,000	00	
Coupon bonds due 1st June, 1875,...	123,500	00	
Certificates of debt for dividends,.....	23,981	09	
Am't to credit of individual stockholders,	185	04	
			24,166 13
Unclaimed interest on certificates of debt,.....	143	45	
Bills payable,.....	31,382	24	
Open accounts,.....	2,614	86	
			<u>250,214 68</u>
Profit and loss,.....	144,777	21	
			<u><u>1,220,591 89</u></u>

J. B. MACMURDO, *Treasurer.*

*Richmond, May 1st, 1857.*

## A No. 1.

*Heads of Expenditure for Construction of Road and Purchase of  
Property to 1st May, 1857.*

Preliminary surveys,.....	2,896	87
Contingent expenses,.....	2,675	69
Purchase of Manchester and Petersburg Turnpike Stock,.....	23,841	35
Engineering expenses,.....	32,403	99
Real property in Richmond,.....	19,617	24
Do. at Pocahontas,.....	600	00
Do. at Petersburg,.....	1,876	00
Land damages,.....	22,802	26
Graduation,.....	168,873	32
Superstructure,.....	111,510	09
Masonry,.....	72,223	29
James River Bridge—Masonry,.....	49,783	03
Superstructure,.....	86,050	15
	135,833	18
Falling Creek Bridge,.....	10,889	30
Swift Creek Bridge,.....	10,027	79
Kingsland Creek Bridge,.....	5,496	42
Depots and Workshops,.....	13,106	72
Richmond Depot,.....	44,029	05
Manchester Depot,.....	3,359	04
Water Station,.....	1,181	54
Pocahontas Depot,.....	8,011	79
Locomotive Engines and Cars,.....	97,508	69
Omnibus,.....	1,639	83
Officers' salaries,.....	5,717	33
Repairs of Turnpike,.....	1,389	97
Interest on loans,.....	113,098	57
Premium on stg. bills and commission in paying loan due in England,.....	6,859	72
	119,959	29
	<u>\$916,970</u>	<u>04</u>

*Richmond, May 1st, 1857.*

J. B. MACMURDO, *Treas'r.*

## B.

*Statement of Financial Affairs within the year ending 30th  
April, 1857.*

## RECEIPTS.

Cash on hand 30th April, 1856,.....	3,295 36
Capital Stock—Received this sum,.....	39,500 00
Debts due to the Company—Received this sum,.....	12,035 73
Transportation—Received this sum,.....	157,403 97

## DISBURSEMENTS.

Cost of Road and Property—	
Paid this sum,.....	6,336 22
Reconstruction of Road—	
Increased this amount,.....	20,572 58
Debts due by the Company—	
Paid off this amount,.....	5,834 01
Expenses of Transportation—	
Ordinary,.....	82,662 88
Extraordinary,.....	32,682 02
	—————115,344 90
Interest—Paid this sum,.....	13,433 18
Dividends—Paid this sum,.....	46,730 00
Cash on hand, 30th April, 1857,.....	3,984 17
	—————
	\$212,235 06
	—————
	\$212,235 06
	—————

*Richmond, May 1st, 1857.*

J. B. MACMURDO, *Treas'r.*



## C.

*Statement of Income from Transportation from 1st May, 1856, to 1st May, 1857.*

Months.	Local Travel.	Through Travel.	Freight.	Extra Baggage and Express Fr't.	Freight of Clover Hill Coal.	Clover Hill Travel and Freight.	Total.
1856, May,.....	4,100 05	2,279 66	2,724 17	177 63	2,913 15	397 20	12,591 86
“ June,.....	3,085 15	2,260 02	2,842 96	166 67	2,640 49	289 00	11,284 29
“ July,.....	4,083 45	2,612 04	3,391 03	139 95	2,615 46	238 12	13,110 05
“ August,.....	3,948 65	3,205 57	3,806 21	146 10	2,615 00	330 17	14,051 70
“ September,...	3,938 30	3,533 76	2,039 47	187 28	2,700 18	300 81	12,699 80
“ October,....	5,476 67	3,202 58	1,244 62	211 36	3,120 32	304 57	13,560 12
“ November,...	3,055 25	2,313 32	1,236 93	192 26	2,977 34	248 14	10,023 24
“ December,...	4,544 30	2,510 72	1,763 43	182 81	2,467 40	206 02	11,674 68
1857, January,...	3,249 25	3,167 75	1,017 89	161 12	1,744 61	195 64	9,536 26
“ February,...	3,284 12	4,619 18	2,301 79	166 96	3,494 97	249 05	14,116 07
“ March,.....	3,278 55	4,200 67	2,272 70	193 22	3,296 75	328 04	13,569 93
“ April,.....	3,406 70	2,264 02	2,091 32	170 48	3,070 40	320 89	11,323 81
	\$45,450 44	\$36,199 29	\$26,732 52	\$2,095 84	\$33,656 07	\$3,407 65	\$147,541 81

Transportation of Mail .....	7,759 51
Travel and Freight per Norfolk and Port Walthall Steamer .....	2,102 65

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\$157,403 97
*Richmond, May 1st, 1857.*J. B. MACMURDO, *Treas'r.*

## D.

*Statement of Transportation Expenses from 1st May, 1856, to 1st  
May, 1857.*

## ORDINARY.

Repairs of road,.....	6,663 88
Repairs of locomotives, cars, &c.,.....	17,864 15
Train expenses,.....	17,602 48
Clover Hill Transportation expenses,.....	10,691 08
Depot expenses, .....	10,588 35
Repairs of bridges and watching same,.....	3,906 94
Transportation of passengers and baggage in Richmond,	1,979 76
Officers' salaries, .....	4,583 34
Newspapers, printing and postages,.....	1,228 69
Train losses and damages,.....	352 68
Contingent expenses and insurance against fire,.....	1,967 61
Branch road expenses,.....	1,221 37
Repairs of depot,.....	345 69
Mail expenses,.....	1,408 25
Through travel expenses,.....	765 42
Repairs of turnpike,.....	549 89
Taxes, .....	943 30
	<hr/>
	\$82,662 88
	<hr/>

## The extraordinary expenses are as follows:

Repairs of road,.....	1,285 00
New engine, .....	8,720 45
New coal cars, .....	2,509 42
Damages paid Mrs. Purnell,.....	8,167 15
Permanent improvement and addition to Richm'd depot,	6,000 00
Repairs to bridges over James River and Swift Creek,	6,000 00
	<hr/>
	\$32,682 02
	<hr/>

*Richmond, May 1st, 1857.*

J B. MACMURDO, *Treas'r.*

# SUPERINTENDENT'S REPORT.

## SUPERINTENDENT'S OFFICE,

RICHMOND & PETERSBURG R. R. Co.,

*Richmond, April 30th, 1857.*

PETER V. DANIEL, Jr., Esq.,

*President:*

Dear Sir,—This being the close of the fiscal year, I respectfully submit the following report of the operations connected with the department under my direction. Having occupied the position of Superintendent upon your road but two months, this report will be brief and confined to results, and the usual description in detail of the transactions of the year will not be attempted.

### RECEIPTS, OR EARNINGS.

From transportation of passengers, .....	82,418 50	
“ express freight and extra baggage, .....	2,095 84	
“ United States mail, .....	7,759 51	
“ transportation of freight, .....	63,027 38	
“ travel and freight per Norfolk and Port Walthall steamer, .....	2,102 65	
Total receipts, .....		\$ 157,403 97

### EXPENSES OF WORKING THE ROAD.

For repairs of road, .....	6,663 88	
“ repairs of engine and cars, .....	17,864 15	
“ train expenses, .....	17,602 48	
“ Clover Hill transportation expenses,*....	10,691 08	
“ depot expenses, .....	10,588 35	
“ repairs of bridges, and watching, .....	3,906 94	
“ transportation of passengers and baggage in Richmond, .....	1,979 76	
“ salaries, .....	4,583 34	
“ postage, newspapers and printing, .....	1,228 69	
“ train losses and damages, .....	352 68	
Carried forward, .....	75,461 35	

\* This does not embrace any charge for repairs of road or bridges, or for maintenance of same, or for salaries of officers and depot expenses on the main stem, a large portion of which is chargeable to Clover Hill transportation expenses.

Brought forward, .....	75,461 35	\$157,403 97
For contingent expense and insurance, .....	1,967 61	
“ branch road expenses, .....	1,221 37	
“ repairs of depots, .....	345 69	
“ mail expenses, .....	1,408 25	
“ through travel expenses, .....	765 42	
“ Petersburg and Manchester Turnpike, ...	549 89	
“ taxes, .....	943 30	
		<hr/>
Total ordinary expenses, .....		82,662 88
		<hr/>
Balance, .....		\$74,741 09
		<hr/>

The receipts, compared with those of the last fiscal year, exhibit an increase of \$5,456.44; and the ordinary expenses of working the road, an increase of \$3,949.85, which may be attributed to the increase in the cost of fuel, oil and labor.

The extraordinary expenses during the year, amount to \$32,682.02, and are as follows:

One new locomotive engine, .....	\$8,720 45
New coal cars and renewals of coal cars, .....	2,509 42
Damages in Mrs. Purnell's case, .....	8,167 15
Enlargement of depot buildings, .....	6,000 00
Repairs of bridges, .....	6,000 00
Extraordinary repairs of road, .....	1,285 00

#### TONNAGE.

The tonnage has increased 3,029 tons over that of the preceding year, and the receipts from tonnage exceed those of last year \$1,914.

The coal transported amounts to 44,836 tons, which is an increase of nearly 8,000 tons on the year previous.

The coal was transported as follows:

To Richmond, .....	19,097 tons.
“ Port Walthall, .....	17,434 “
“ Petersburg, .....	8,305 “

The receipts from the transportation of coal amount to \$33,740.64, being 73 cents per ton, or \$1.02 $\frac{6}{10}$  per mile run. The receipts from the transportation of all other freight, exclusive of express freight and extra baggage, amount to \$29,670.75, being \$1.75 per ton, or \$2.13 $\frac{8}{10}$  per mile run.

The freight of all kinds transported during the year amounts to 61,700 tons, and the number of tons transported one mile is 1,628,808.

#### PASSENGERS.

The number of passengers transported on the road amounts to 99,896 $\frac{1}{2}$ , which is an increase of 10,976 on the previous year. Of

these, 44,109 were through passengers, and 55,785½ were local and way passengers. The receipts from passenger fare amount to \$84,221.80, or 84½ cents per passenger, or \$2.47 per mile run; and the total movement of passengers, or number transported one mile, is 2,296,318.

For full statements in detail, relative to the freight and travel, I refer you to the accompanying tables, marked number 1, 2, 3, 4, 5, 6, 7, 8, 9 and 13.

#### THE ROAD.

The road is in good condition. The track is smooth and even, and the ditches, which are so essential to the maintenance of a good track, are in excellent order.

The southern portion of the road will require about 7,000 new cross-ties during the present year. The repairs of the road have cost, during the past year, \$7,948.88, or \$317 per mile.

#### THE BRIDGES.

The bridges over Falling and Swift creeks have been examined and thoroughly repaired under the direction of my predecessor, and are now in good condition. James River bridge is undergoing repairs of various kinds, with a view to its safety and preservation. These repairs will be completed during the present month. Gates have been erected at the northern end of the bridge and will also be put up at the southern end, and the use of the bridge by foot passengers will be discontinued, as there is good reason to believe that its use in that way has materially added to the heavy expense of keeping the roof or floor of the bridge in repair. The cost of the repairs of the bridges, including watching, amounts to \$9,906.94.

#### TABLE OF RATES.

In accordance with the instructions of the Board of Directors, the table of rates, which has been in operation since 1853, has been carefully examined and revised, and a printed book of rules and regulations for the government of the officers, agents and employees of the company, designating the duties of each, has been prepared and put in operation.

#### BUILDINGS.

The depot building at Richmond has been enlarged and improved during the year, and the materials for the enlargement of the machine shop, and also for the construction of a new turn-table, have been provided. Some slight repairs have been made to the depot at Pocahontas, and a building for the accommodation of the company's hands has been erected at Chester station. I would here take occasion to remark, that the passenger cars sustain great injury by exposure to the weather at each end of the road, and that in my opinion the inte-



rests of the company would be promoted by the erection of suitable car-houses at Richmond and Pocahontas.

The cost of repairs of depots amounts to \$6,345.69, including enlargement of the depot at Richmond.

#### LOCOMOTIVE ENGINES.

The company now have eleven locomotive engines, eight of which may be regarded as being in good running order, the others are in the shop undergoing repairs.

For the cost of the repairs of the engines, the number of miles run by each, and for other information, you are referred to tables marked number 11, 12 and 13, from which it appears that the entire number of miles run is 92,987, and that the total cost of repairs is \$7,969.80, or about eight and one-half cents per mile.

#### ROLLING STOCK, OR CARS.

There are 6 eight-wheel first class passenger cars, 4 eight-wheel second class, and 1 six-wheel passenger car, 3 baggage and mail cars, 20 eight-wheel box cars, 20 eight-wheel platform cars, 4 four-wheel dumping cars, and 108 four-wheel coal cars, together with the necessary hand, pole and dirt cars for the use of the section masters. Most of the passenger cars require extensive repairs and re-painting, and 6 of the box cars, 3 of the platform cars, and 15 of the coal cars are in bad condition and require repairs of various descriptions.

The cost of the repairs of cars during the past year, including the renewal of coal cars, amounts to \$8,604.66—as follows :

Passenger cars, .....	\$2,366 00
Freight cars, .....	764 71
Coal cars, .....	5,438 19
Gravel cars, .....	35 76

#### MATERIALS ON HAND.

The value of the materials on hand, consisting of iron, steel, castings, timber, flues, wheels and tyre, for repairs, amounts to about \$5,000.

#### PETERSBURG AND MANCHESTER TURNPIKE ROAD.

The gates on the company's turnpike road have been thrown open, in consequence of its condition, and as it is the subject of a special report, it is not embraced in this.

For a list of the names of the officers, agents and employees of the company, and the pay of each, I refer you to statement number 14, hereunto annexed.

All of which is respectfully submitted.

E. H. GILL,  
*Superintendent.*



# NO. 1.—RICHMOND AND PETERSBURG RAIL ROAD.

Monthly Statement of the Tonnage, the number of Passengers transported, and of the Receipts for Freight, Passenger Fare, Express Freight, and Extra Baggage, and for the transportation of the United States Mail, for the year ending April 30, 1857.

MONTH.	Coal from Clover Hill.		Freight to and from Clover Hill.		Freight from Richmond to Petersburg and vice versa.		Freight between Port Walthall, Richmond and Petersburg.		Express Freight.		Total Tonnage.		Amount.		Through Passengers.		Local and Way Passengers.		Port Walthall or Steamboat Passengers.		Total number of Passengers.		Passenger Fare.		United States Mail.		Express Freight and Extra Baggage.		Total Receipts.			
	Tons.	Cts.	Tons.	Cts.	Tons.	Cts.	Tons.	Cts.	Tons.	Cts.	Tons.	Cts.	Tons.	Cts.	North.	South.	North.	South.	North.	South.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.	Cts.				
1856. May.	3,700	218	1,606	1	30	5,555	5,974	42	1,193	1,029	1,761	1,400	1,497	1,383	2,905	314	2,592	691	109	10,588	8,897	53	612	50	6,439	81	612	50	177	63	13,204	36
June.	3,367	136	1,495	—	28	5,046	5,744	01	1,296	1,450	1,400	1,400	1,402	1,215	2,108	1,100	91	7,965	7,569	18	612	50	139	96	5,373	61	612	50	166	67	11,896	79
July.	3,211	102	1,837	20	23	5,193	6,229	75	1,171	1,394	1,796	1,400	1,882	1,063	2,108	1,100	91	7,965	7,569	18	612	50	139	96	6,913	43	612	50	139	96	13,895	63
Aug.	3,628	159	1,559	92	24	5,462	6,737	41	1,436	2,053	1,707	1,400	1,707	1,400	2,142	1,100	91	7,965	7,569	18	612	50	146	10	7,569	18	612	50	146	10	15,065	19
Sept.	3,624	136	998	71	31	4,890	5,022	06	2,851	1,746	1,783	1,400	1,730	1,730	2,142	1,100	91	7,965	7,569	18	612	50	187	28	7,804	10	612	50	187	28	13,625	94
Oct.	4,315	126	620	29	35	5,125	4,580	91	2,812	1,212	2,859	1,400	2,905	314	2,905	691	109	10,588	8,897	53	612	50	211	36	8,897	53	612	50	211	36	14,302	30
Nov.	3,986	153	694	5	32	4,870	4,428	65	1,853	1,016	1,344	1,400	1,383	1,383	2,905	314	2,592	691	109	10,588	8,897	53	612	50	5,445	55	612	50	192	26	10,678	96
Dec.	3,236	88	1,479	16	31	4,850	4,392	55	1,663	1,386	2,319	1,400	2,125	1,215	2,125	397	74	6,563	7,298	70	612	50	182	81	6,529	30	612	50	161	12	10,199	70
1857. Jan.	2,243	84	489	4	28	2,848	2,896	78	1,599	1,464	1,423	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	8,187	71	612	50	166	96	14,972	89	
Feb.	4,583	110	1,257	38	28	6,016	6,005	72	2,568	2,822	1,393	1,400	1,566	1,566	1,566	89	9,029	8,929	89	9,029	8,929	89	9,029	8,929	8,187	71	612	50	166	96	14,972	89
Mar.	4,653	184	1,358	54	32	6,281	8,879	32	3,132	2,322	1,381	1,450	1,450	1,450	1,450	1,450	1,450	1,450	1,450	1,450	1,450	1,450	1,450	7,737	16	612	50	193	22	14,422	20	
April.	4,290	139	1,069	40	26	5,564	5,435	24	1,263	1,574	1,360	1,400	1,575	1,575	1,575	1,575	1,575	1,575	1,575	1,575	1,575	1,575	1,575	6,025	72	1,022	01	170	48	12,063	44	
Total,	44,836	1,685	14,461	370	338	61,700	\$63,326	82	22,838	21,271	20,872	21,531	21,531	21,531	21,531	21,531	21,531	21,531	21,531	21,531	21,531	21,531	21,531	21,531	\$84,221	80	\$7,759	51	\$2,095	84	\$157,403	97

Annual Statement, similar to the above, for the years ending April 30, 1853, 1854, 1855 and 1856.

	298	58,671	\$61,412	00	20,053	18,514	20,357	21,160	8,394	442	88,920	88,255	41	\$7,536	16	\$2,405	69	\$151,947	53												
1856. May.	36,857	1,202	9,809	5,810	—	59,780	\$65,000	00	15,646	13,284	20,720	21,098	6,871	418	78,037	\$7,350	00	\$1,854	68	\$1,451	89	\$145,701	89								
June.	45,430	1,210	10,784	2,556	—	74,989	\$67,000	00	13,891	15,632	23,727	21,679	5,326	487	80,740	\$7,331	25	\$7,62	33	\$139,437	70										
July.	53,478	1,066	11,772	8,643	—	78,144	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Aug.	52,100	813	15,201	10,130	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Sept.	52,100	813	15,201	10,130	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Oct.	52,100	813	15,201	10,130	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Nov.	52,100	813	15,201	10,130	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dec.	52,100	813	15,201	10,130	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total,	44,836	1,685	14,461	370	338	61,700	\$63,326	82	22,838	21,271	20,872	21,531	21,531	21,531	21,531	21,531	21,531	21,531	21,531	21,531	21,531	21,531	21,531	\$84,221	80	\$7,759	51	\$2,095	84	\$157,403	97

E. H. GILL, Superintendent.

## No. 2.—RICHMOND AND PETERSBURG RAIL ROAD.

*Statement of Local Passengers between Richmond and Petersburg for the year ending April 30, 1857.*

## NORTHWARDLY.

MONTH.	Way Pas- sengers set down.		Way Pas- sengers taken up.		Petersburg to Richmond.		Total.		Grand Total.
	Whites.	Blacks.	Whites.	Blacks.	Whites.	Blacks.	Whites.	Blacks.	
1856.									
May .....	34	40	85	30	1396 $\frac{1}{2}$	412	1515 $\frac{1}{2}$	482	1997 $\frac{1}{2}$
June .....	34	12	54	20	1025 $\frac{1}{2}$	257	1113 $\frac{1}{2}$	289	1402 $\frac{1}{2}$
July .....	46	27	73	25	1373 $\frac{1}{2}$	308	1492 $\frac{1}{2}$	360	1852 $\frac{1}{2}$
August .....	201	40	86	24	1370	287	1657	351	2008
September .....	26	20	84	25	1319 $\frac{1}{2}$	256	1429 $\frac{1}{2}$	301	1730 $\frac{1}{2}$
October .....	38	16	108	11	2454 $\frac{1}{2}$	278	2600 $\frac{1}{2}$	305	2905 $\frac{1}{2}$
November .....	31	25	53	14	1043	217	1127	256	1383
December .....	49	58	89	82	1470	377	1608	517	2125
1857.									
January .....	41	19	94	42	1108 $\frac{1}{2}$	301	1243 $\frac{1}{2}$	362	1605 $\frac{1}{2}$
February .....	20	19	82	20	1109	251	1211	290	1501
March .....	19	14	60	21	1110 $\frac{1}{2}$	226	1189 $\frac{1}{2}$	261	1450 $\frac{1}{2}$
April .....	25	37	85	38	1064	326	1174	401	1575
Totals.	564	327	953	352	15,844 $\frac{1}{2}$	3496	17,361 $\frac{1}{2}$	4175	21,536 $\frac{1}{2}$

## SOUTHWARDLY.

MONTH.	Way Pas- sengers set down.		Way Pas- sengers taken up.		Richmond to Petersburg.		Total.		Grand Total.
	Whites.	Blacks.	Whites.	Blacks.	Whites.	Blacks.	Whites.	Blacks.	
1856.									
May .....	83	39	51	29	1285	274	1419	342	1761
June .....	66	14	60	15	995	250	1121	279	1400
July .....	111	43	73	14	1316	239	1500	296	1796
August .....	297	33	62	11	1113 $\frac{1}{2}$	251	1472 $\frac{1}{2}$	295	1767 $\frac{1}{2}$
September .....	82	34	49	17	1436 $\frac{1}{2}$	260	1567 $\frac{1}{2}$	311	1878 $\frac{1}{2}$
October .....	98	21	92	3	2416	229	2606	253	2859
November .....	54	14	66	14	993	203	1113	231	1344
December .....	100	38	71	121	1641 $\frac{1}{2}$	348	1812 $\frac{1}{2}$	507	2319 $\frac{1}{2}$
1857.									
January .....	110	54	43	17	971 $\frac{1}{2}$	228	1124 $\frac{1}{2}$	299	1423 $\frac{1}{2}$
February .....	78	26	56	22	1036	175	1170	223	1393
March .....	75	19	54	16	1037 $\frac{1}{2}$	180	1166 $\frac{1}{2}$	215	1381 $\frac{1}{2}$
April .....	69	47	49	31	1049 $\frac{1}{2}$	305	1167 $\frac{1}{2}$	383	1550 $\frac{1}{2}$
Totals.	1223	382	726	310	15,291	2942	17,240	3634	20,872

*Summary.*—Northwardly, 21,536 $\frac{1}{2}$ ; Southwardly, 20,872; Total, 42,408 $\frac{1}{2}$ .

M. W. YARRINGTON, *Supt's Clerk.*

No. 3.

RICHMOND AND PETERSBURG RAIL ROAD.

Statement of Tonnage between Richmond and Petersburg for the year ending April 30, 1857.

SOUTHWARDLY.

MONTH.	Tobacco, Hhds.	Sugar, Hhds.	Whiskey, Barrels.	Nails & Spikes, Kegs.	Iron, lbs.	Machinery and Castings, lbs.	Lumber, Feet.	Miscellaneous Freight, lbs.	Way Freight, lbs.	Tons.	Amount.
1856.											
May .....	21	2	274	333	27,093	14,186	513	188,619	20,117	214	\$438 09
June .....	33	15	347	91	15,874	51,872	...	100,825	19,437	147	474 11
July .....	26	1	384	283	21,061	42,683	5,007	112,918	26,242	216	499 52
August .....	15	11	247	237	13,512	26,976	3,133	142,357	34,475	193	428 27
September .....	5	11	269	475	22,825	22,746	9,206	222,916	18,541	246	497 39
October .....	80	12	232	488	37,649	32,791	4,639	107,154	73,307	240	510 53
November .....	64	17	321	383	7,753	17,794	18,256	114,428	24,703	247	485 59
December .....	5	...	278	200	37,818	125	...	78,589	127,776	190	343 63
1857.											
January .....	9	48	226	175	16,632	6,641	414	92,085	23,361	159	337 38
February .....	...	24	457	570	30,478	4,860	...	349,821	38,052	342	728 20
March .....	21	72	244	482	21,426	36,840	607	330,326	33,010	380	787 05
April .....	1	5	197	421	13,341	3,615	...	186,821	26,992	148	445 37
Total .....	280	208	3476	4138	265,462	261,129	41,775	2,086,939	466,013	2742	\$5,975 13

M. W. YARRINGTON, Supl's. Clerk.

*Statement of Tonnage between Petersburg and Richmond for the year ending April 30, 1857.*

NORTHWARDLY.

MONTH.											Way Freight.		Tons.	Amount.		
	Tobacco, Hhds.	Empty Liquor Barrels.	Empty Flour Barrels.	Cotton Bales.	Wheat, Bushels.	Corn, Bushels.	Leather, lbs.	Domestics, Bales.	Iron, lbs.	Miscellaneous Freights, lbs.	Wood, Cords.	Miscellan'us Freight, lbs.			Lumber, Feet, B. M.	
1856. May .....	1486	101	...	628	2106	...	...	17	23,530	101,898	...	16,000	...	1,392	\$2,285 52	
June.....	1583	129	...	516	1334	...	1593	15	10,547	114,976	...	1,600	...	1,348	2,368 85	
July.....	1957	367	...	214	2724	50	345	20	11,735	192,097	5	2,800	...	1,621	2,891 51	
August .....	1512	281	698	162	6076	...	1070	13	1,003	112,672	...	29,840	...	1,366	2,454 50	
September .....	590	298	1505	135	6882	...	...	23	103,234	73,926	...	3,800	...	752	1,295 14	
October .....	212	451	2135	286	368	...	850	10	4,107	166,467	...	9,454	...	340	732 21	
November .....	139	416	765	604	290	...	1085	49	9,005	215,975	53	4,539	...	447	751 34	
December.....	197	440	935	424	62	...	...	5	29,737	658,906	398	...	...	1,289	1,412 68	
1857. January.....	206	337	592	394	...	...	2610	15	1,325	97,519	...	...	...	330	680 51	
February.....	829	271	2325	378	245	...	...	54	21,438	118,945	...	100	28,142	915	1,573 53	
March .....	638	343	2580	470	234	6	1000	62	2,731	211,915	1322	...	...	978	1,482 33	
April.....	827	339	366	302	...	28	2130	45	4,438	353,241	...	30,240	...	921	1,459 81	
Total.....	10,126	3773	11,901	4517	20,321	84	10,683	328	228,830	2,418,625	5881	98,373	28,142	11,719	\$19,388 01	
Tons transported Southwardly .....																\$ 5,975 13
Tons transported Northwardly .....																11,719
Express Freight and Extra Baggage.....																338
Total.....																14,799 Tons.
“ .....																“
“ .....																“
“ .....																\$27,458 98

M. W. YARRINGTON, *Sup't's Clerk.*

**No. 4.—RICHMOND AND PETERSBURG RAIL ROAD.**  
*Statement of Through Passengers for the year ending April 30th, 1857.*  
**SOUTHWARDLY.**

MONTH.	From New York.	From Philadelphia.	From Baltimore.	From Washington.	From Richmond to		Total.
					Weldon.	Gaston.	
1856.							
May.....	278½	66½	104½	203½	230	310	1,193
June.....	230	74	117	290	299	286	1,296
July.....	234	56½	118½	273½	260	229	1,171½
August.....	233	145	120½	243½	319	375	1,436
September.....	1,183	298½	197	283	427	463	2,851½
October.....	689½	807½	222½	264½	438	390	2,812
November.....	417½	197½	140½	194½	364	539	1,853
December.....	261	119	139½	210½	366	567	1,663
1857.							
January.....	83½	25½	18	19	787	666	1,599
February.....	262½	164	88½	169	705	1179	2,568
March.....	1,115½	377	244½	395	356	644	3,132
April.....	158½	104½	150½	202½	255	392	1,263
Total.....	5,146½	2,435½	1,661½	2,748½	4,806	6,040	22,838

**NORTHWARDLY.**

MONTH.	From Wilmington.	From Weldon.	From Weldon and Gaston to Richmond.		From Petersburg.	Total.
			White.	Black.		
1856.						
May.....	787	225½	348	82	187	1,629½
June.....	671½	180	327	118	153½	1,450
July.....	902½	216	543	164	169	1,994½
August.....	1,701	244	402	142	164	2,653½
September.....	848	327	279	93	199	1,746
October.....	511	158½	281	81	180½	1,212
November.....	452½	104½	200	104	155½	1,016½
December.....	568½	144	308	223	143	1,386½
1857.						
January.....	216½	45	944	241	171½	1,464
February.....	1,408	271	877	228	38½	2,822½
March.....	1,107	470	317	209	219	2,322
April.....	805½	209½	269	120	170	1,574
Total.....	9,979½	2,595	5,095	1,805	1,796½	21,271

Total number of Through Passengers each direction.....44,109

M. W. YARRINGTON, *Supt's. Clerk.*



## No. 5.

## RICHMOND AND PETERSBURG RAIL ROAD.

*Statement of the number of Passengers transported on the Road during the year ending April 30, 1857.*

SOUTHWARDLY.		
Through Passengers.....	22,838	
Local Passengers.....	20,872	
		43,710
NORTHWARDLY.		
Through Passengers.....	21,271	
Local Passengers.....	21,536½	
		42,807½
Steamboat Passengers <i>via</i> Port Walthall, Southwardly.....	5,762	
Steamboat Passengers <i>via</i> Port Walthall, Northwardly.....	6,719	
		12,481
Passengers between Richmond and Petersburg and Clover Hill.....		896
Total number of Passengers.....		99,894½

Equal to 2,296,318 Passengers transported one mile.

E. H. GILL, *Sup't.*



## No. 6.

## RICHMOND AND PETERSBURG RAILROAD.

*Statement of Coal transported from Clover Hill during the year ending April 30th, 1857.*

MONTHS.	To Richmond.... <i>Bushels.</i>	To Petersburg.... <i>Bushels.</i>	To Port Walthall. <i>Bushels.</i>	Aggregate Number of Bushels.	Tons.	Amount.
1856—May, .....	13,265	5,090	100,090	118,445	3,700	2,913 15
June, .....	8,400	10,885	88,455	107,740	3,367	2,640 49
July, .....	18,230	9,960	74,570	102,760	3,211	2,615 46
August, ...	47,245	22,870	45,965	116,080	3,628	2,615 00
September	64,245	23,825	27,900	115,970	3,624	2,700 18
October, ...	74,335	28,770	34,960	138,065	4,315	3,204 89
November,	69,500	31,655	26,380	127,535	3,986	2,977 34
December,	66,085	26,470	10,985	103,540	3,236	2,467 40
1857—January, ..	52,005	19,755	.....	71,760	2,243	1,744 61
February, ..	86,310	52,005	8,355	146,670	4,583	3,494 97
March, .....	58,190	11,280	79,410	148,880	4,653	3,296 75
April, .....	53,295	23,210	60,790	137,295	4,290	3,070 40
Total, .....	611,105	265,775	557,860	1,434,740	44,836	\$33,740 64

## SUMMARY.

Transported to Richmond, .....	611,105	Bushels—	19,097	Tons.
“ Petersburg, .....	265,775	“	8,305	“
“ Port Walthall, .....	557,860	“	17,434	“
Total, .....	<u>1,434,740</u>	“	<u>44,836</u>	“

M. W. YARRINGTON, *Supt's. Clerk.*

## No 7.

## RICHMOND AND PETERSBURG RAIL ROAD.

*Monthly statement of Freight transported from Clover Hill to Richmond during the year ending April 30, 1857.*

Month.	Tobacco, Hds.	Tobacco, Lbs.	Wheat, Bushels.	Wheat, Lbs.	Miscellaneous Freight, Lbs.	Total Lbs.
1856—May.....	42	57,057	666	39,960	11,696	108,713
June .....	43	60,220	276	16,560	1,600	78,380
July.....	39	53,612	402	24,120	380	78,112
August..	47	63,849	2,170	130,200	6,660	200,709
Sept'r...	13	17,185	784	47,040	636	64,861
Oct'r .....	4	5,345	1,228	73,710	2,100	81,155
Nov'r....	1	850	1,772	106,320	40,050	147,220
Dec'r....			524	35,640	2,700	38,340
1857—Jan'y.....			206	12,360	1,400	13,760
Feb'y.....	14½	17,970	786	47,160	2,100	67,230
March...	18	23,024	808	48,480	3,230	74,734
April.....	2	3,189	448	26,880	7,727	37,796
Total.....	223½		10,240		80,279	991,010

Total number of tons, 495½.

M. W. YARRINGTON, *Supt's. Clerk.*

## No. 8.

## RICHMOND AND PETERSBURG RAIL ROAD.

*Statement of Tonnage transported to and from Clover Hill, during the year ending April 30, 1857.*

<i>From Clover Hill to Richmond.</i>					
				Tons.	Tons.
Tobacco, 223½ hogsheads,	.	.	.	151	
Wheat, 10,140 bushels,	.	.	.	304	
Corn, " "	.	.	.		
Lumber, Feet B. M.	.	.	.		
Miscellaneous,	.	.	.	40	
Total	.	.	.		495
<i>From Richmond to Clover Hill.</i>					
Miscellaneous Freight, consisting of Groceries, Corn, Dry Goods, Castings, Meal, Furniture, Guano, &c.				870	
Total	.	.	.		870
<i>From Clover Hill to Petersburg.</i>					
Tobacco, 4 hogsheads,	.	.	.	3	
Wheat, 2,567 bushels,	.	.	.	77	
Lumber feet	.	.	.		
Total	.	.	.		80
<i>From Petersburg to Clover Hill.</i>					
Miscellaneous Freight, consisting of Groceries, Guano, &c., &c.	.	.	.	100	
Total	.	.	.		100
<i>From Port Walthall to Clover Hill.</i>					
Hay, Powder, Oil, Corn, &c., &c.	.	.	.	140½	
Total	.	.	.		140½
Total Tonnage exclusive of Coal,	.	.	.		1,685½

E. H. GILL, *Supt.*

## No. 9.

## RICHMOND AND PETERSBURG RAIL ROAD.

*Monthly statement of the amounts collected on the Passenger trains for the transportation of Extra Baggage and Express Freight, during the year ending, April 30, 1857.*

Month.	Extra Baggage.	Express Freight, Adams & Co.	Total.
1856—May.....	20 85	156 78	177 63
June.....	19 50	147 17	166 67
July.....	27 05	112 90	139 95
August.....	23 15	122 95	146 10
September.....	26 25	161 03	187 28
October.....	28 25	183 11	211 36
November.....	36 00	156 26	192 26
December.....	37 25	145 56	182 81
1857—January.....	18 00	143 12	161 12
February.....	20 00	146 96	166 96
March.....	25 00	168 22	193 22
April.....	21 50	148 98	170 48
Total.....	<u>\$302 80</u>	<u>\$1,793 14</u>	<u>\$2,095 84</u>

J. M. PARKER,  
*General Freight and Ticket Agent.*

## No. 10.

## RICHMOND AND PETERSBURG RAILROAD.

*Statement of the names and dimensions of Locomotive Engines upon the Richmond and Petersburg Railroad, and the number of miles run by each during the year ending April 30th, 1857.*

NAME OF ENGINE.	BUILDER.	When placed on the Road.	Number of Drivers.	Diameter of Drivers in feet.	Diameter of Cylinder in inches.	Length of Stroke in inches.	Cost of Repairs.	Miles run with Passenger Trains.	Miles run with Freight and Passenger Trains.	Miles run with Coal Trains.	Miles run with Gravel and Material Trains.	Total number of miles run.
Sheppard,.....	E. Bury,.....	1838	2	4½	10	16	209 82	84	22	52	148	306
Phoenix,.....	Bolton & Hicks,...	1838	4	4½	10	16	342 64	1,500	45	362	6,156	8,085
J. H. Cox,.....	M. W. Baldwin,...	1846	6	3½	12	16	628 14	.....	.....	22	257	8,833
Black Diamond,...	"	1847	6	3½	12	16	822 28	.....	.....	8,476	220	11,981
Pocahontas,.....	"	1848	4	4½	12½	18	471 24	528	176	42	68	9,340
Chesterfield,.....	"	1852	4	4½	11½	20	532 02	2,966	286	142	5,137	8,631
Henrico,.....	Burr & Ettinger,...	1852	4	4½	11	18	1,198 84	8,284	2,819	442	88	11,723
Clover Hill,.....	J. R. Anderson,...	1853	4	5	12½	20	1,450 21	2,310	506	44	26	6,712
M. W. Baldwin,...	M. W. Baldwin,...	1854	4	5	12½	20	1,416 25	6,028	2,244	918	26	9,216
Mazeppa, .....	R. & P. R. R. Co.	1854	4	4½	12	18	677 91	10,062	3,851	704	64	14,723
T. Dodamead,.....	U. Wells,.....	1857	4	5½	13½	24	220 45	2,376	484	220	22	3,437
\$7,699 80								34,102	10,433	32,797	12,212	92,987

E. H. GILL, Superintendent.

## No. 11.

## RICHMOND AND PETERSBURG RAIL ROAD.

*Statement of miles run by trains of all kinds during the year ending April 30, 1857.*

MONTHS.	Passenger Trains.....	Passenger and Freight Trains.	Freight Trains.....	Coal Trains.....	Material Trains.....	Gravel Trains... ..	Wood Trains.....	Total.....
1856—May.....	2,510	814	1075	3,115	520		66	8,100
June.....	2,584	685	675	2,517	215		360	7,036
July.....	2,992	771	512	2,467	270		662	7,674
August.....	3,143	616	550	2,521	219		760	7,809
September.....	3,183	639	224	2,607	32	95	1031	7,811
October.....	2,929	1,034	66	3,000	358	502	611	8,500
November.....	2,280	1,386		2,940	474	755	525	8,360
December.....	3,046	1,430		2,504	207	465	463	8,115
1857—January.....	2,446	770	44	1,744	20		176	5,200
February.....	2,888	726	98	3,419	324		919	8,374
March.....	3,139	682	111	3,161	250		707	8,050
April.....	2,962	880	88	2,802	160	202	864	7,958
Total .....	34,102	10,433	3443	32,797	3049	2019	7144	92,987

## SUMMARY.

Miles with Passenger Trains,	.	.	.	.	.	.	34,102
“ Passenger and Freight Trains,	.	.	.	.	.	.	10,433
“ Freight Trains,	.	.	.	.	.	.	3,443
“ Coal Trains,	.	.	.	.	.	.	32,797
“ Material Trains,	.	.	.	.	.	.	3,049
“ Gravel Trains,	.	.	.	.	.	.	2,019
“ Wood Trains,	.	.	.	.	.	.	7,144
							92,987

M. W. YARRINGTON, *Supt's. Clerk.*



## STATEMENT, No. 13.

*Business of the Richmond and Petersburg Rail Road during the year ending April 30, 1857.*

## TONNAGE.

Coal transported, in tons, . . . .	44,836
Tobacco transported, in hogsheads, . . . .	10,633½
Cotton transported, in bales, . . . .	4,513
Express freight, in tons, . . . .	338
Total amount of freight of all kinds, in tons, . . . .	60,789½
Number of tons transported one mile, . . . .	1,628,808
Miles run by freight engines,* . . . .	13,876
Miles run by coal engines, . . . .	32,797
Receipts per mile run by freight trains, in cents, . . . .	213 <sup>8</sup> / <sub>10</sub>
Receipts per mile run by coal trains, in cents, . . . .	102 <sup>9</sup> / <sub>10</sub>

## PASSENGER TRAVEL.

Whole number of through passengers, . . . .	44,109
Whole number of local and steamboat passengers, . . . .	55,785½
Total number of passengers transported, . . . .	99,894½
Passengers transported one mile, . . . .	2,296,318
Miles run by passenger engines, . . . .	34,102
Receipts per mile run by passenger trains, in cents, . . . .	246 <sup>9</sup> / <sub>10</sub>

## RECEIPTS OF ROAD.

From freight on coal, . . . .	33,656 07	
“ miscellaneous freight, . . . .	29,670 75	
“ express freight and extra baggage . . . .	2,095 84	
	<hr/>	
Total from freight, . . . .		65,422 66
“ Passenger travel, . . . .	84,221 80	
“ Transportation United States Mail, . . . .	7,759 51	
	<hr/>	
Total from Passenger and U. S. Mail, . . . .		\$91,981 31

E. H. GILL, *Supt.*

\* This includes 10,433 miles run by passenger and freight trains connected.

## No. 14.

*List of Officers, Agents and Employees upon the Richmond and Petersburg Rail Road, and the pay of each, April 30, 1857.*

Peter V. Daniel, Jr., President, . . .	per annum, \$1,500 00
Richard Barton Haxall, )	
Charles Ellis, )	
Charles S. Mills, M. D. }	Directors.
Francis E. Rives, )	
Roscoe B. Heath, )	
J. B. Macmurdo, Treasurer, . . .	per annum, 1,500 00
Edward H. Gill, Superintendent, . . .	2,000 00
J. N. Parker, General Freight and Ticket Agent,	800 00
D. K. Mustin, Freight Clerk, . . .	600 00
M. W. Yarrington, Superintendent's Clerk, . . .	750 00
Richard Furt, Freight and Ticket Agent at Petersburg,	800 00
W. H. Marshall, Freight Clerk, . . .	600 00
A. R. Smith, Agent Clover Hill, . . .	720 00
R. E. Morris, Assistant, . . .	480 00
Thomas Bass, Agent Port Walthall, . . .	500 00
H. P. Stratton, Conductor, . . .	per month, 55 00
W. R. Daniel " " . . .	" 55 00
R. E. Mitchell, Baggage Master, . . .	" 40 00
W. L. Yager, " " . . .	" 40 00
W. R. Gibson, Omnibus Manager, . . .	" 50 00
P. B. Bland, Yard Master, . . .	" 50 00
M. R. Alley, Engine Runner, . . .	" 75 00
G. W. Curtis, " " . . .	" 70 00
W. E. Harrison, " " . . .	" 70 00
Wm. Hardman, " " . . .	" 70 00
W. D. Jester, " " . . .	" 70 00
Wm. Jewett, " " . . .	" 67 00
Joseph Mittendorf, Car Inspector, . . .	per day, 1 75
2 Assistants, one at \$1 25 and one at \$1 00.	
Depot and Bridge Watchmen, average of \$1 12 per day.	
A. Philips, Road Master, . . .	per month, 75 00
James Lang, Section Master, . . .	" 45 00
B. Cummings, " " . . .	" 45 00
A. J. Boyer, Foreman of Bridge Carpenters, . . .	per day, 2 25
8 Bridge Carpenters, at \$1 50 per day,	
10 Free Firemen and Train hands; average price	per day, 1 00
J. S. Druel, Master Machinist, . . .	" 2 75
6 Machinists, . . .	" " 1 64
2 Apprentices, . . .	" " 1 00
W. Burgess, Master Blacksmith, . . .	" 2 75

2 Blacksmiths, . . . . .	average price per day,	1 71
J. R. Chiles, Master Carpenter, . . . . .	"	2 75
7 Carpenters . . . . .	" " "	1 65
Henry Place, Painter, . . . . .	"	2 25
L. H. Tetty, Toll-gatherer Petersburg and Manchester Turnpike Road, . . . . .	per month,	41 66

## SLAVES.

At Richmond depot and office, . . . . .	13
" " Omnibus and wagon drivers, . . . . .	5
" " In shops, . . . . .	7
" Petersburg depot, . . . . .	6
" Port Walthall, Clover Hill and other Stations, . . . . .	13
As Firemen and Train hands, . . . . .	9
As Section men on repairs of road, . . . . .	12
Total, . . . . .	65

E. H. GILL, *Supt.*

PROCEEDINGS  
OF THE  
STOCKHOLDERS  
IN THE  
RICHMOND AND PETERSBURG  
RAIL ROAD COMPANY,  
AT  
THEIR GENERAL MEETING,  
AND  
REPORTS  
MADE BY THE PRESIDENT, DIRECTORS AND SUPERINTENDENT,  
TO THE  
STOCKHOLDERS,  
TWENTY-THIRD MEETING, JUNE 1, 1858.

---

RICHMOND:  
CHAS. H. WYNNE, PRINTER.  
1858.



## TWENTY-THIRD

# ANNUAL MEETING OF THE STOCKHOLDERS,

HELD ON TUESDAY, JUNE 1, 1858.

---

At a meeting of Stockholders of the Richmond and Petersburg Rail Road Company, held at the office of the Company in Richmond, on Tuesday, June, 1, 1858 :

Wm. F. Watson, Esq., was appointed Chairman of the meeting, and J. B. Macmurdo, Secretary.

The Chairman appointed Col. Samuel T. Bayly, R. B. Heath, Esq., and B. W. Haxall, Esq., a committee to examine proxies.

The Committee reported that they had examined the proxies, and found them to correspond with the list thereof, which report was approved.

There being present, in person and by proxy, private stockholders entitled to 1,196 votes, and the proxy of the Board of Public Works, Wm. F. Watson, Esq., entitled to 730 votes, being two-thirds of the votes of private stockholders; in all 1,926, (the whole number that could be given being 3,444 ;) the meeting proceeded to business.

Whereupon the President presented to the meeting the Annual Report of the Board of Directors, with its accompanying documents, which were read, and on motion were received and approved.

The Committee appointed at the last annual meeting to examine the Road and also the Books and Accounts, presented their report, which, on motion, was received and approved.

The Committee appointed at the last annual meeting to report at this meeting the action they would recommend in relation to the



Manchester and Petersburg Turnpike, and the Pochahontas Bridge, presented their report, which, on motion, was received and approved.

The meeting then proceeded to the election of officers :

Whereupon, Mr. Peter V. Daniel, Jr., was unanimously elected President of the Company, and Messrs. Richard Barton Haxall, Chas. Ellis, and Dr. Chas. S. Mills were unanimously elected Directors on behalf of the Stockholders.

Messrs. Francis E. Rives and Roscoe B. Heath were announced to have been appointed Directors on behalf of the State.

Messrs. Wirt Robinson, B. W. Haxall, Levin S. Joynes, William Rutherford and Samuel T. Bayly, were appointed the Committee of Examination.

On motion, *Resolved*, That the President take such measures in regard to publishing the Report of the President and Directors, and the proceedings of this meeting, as he may deem expedient.

The meeting then adjourned.

WM. F. WATSON, *Chairman*.

J. B. MACMURDO, *Secretary*.

## ANNUAL REPORT.

---

The Board of Directors respectfully submit to the Stockholders this, their twenty-third Annual Report, together with the accompanying reports and statements from the executive officers of the Company, exhibiting the business operations of the Company during the year ending on the 30th of April, 1858, and the condition of its affairs and property at that date.

These statements show that the income of the Company during the past year amounted to \$156,908.03, and its ordinary current expenses to \$71,727.79, or rather less than 45 $\frac{3}{4}$  per cent. of the income.

In addition to this income from the ordinary current business of the year, there has been received from

cash on hand, April 30th, 1857,	-	-	3,984.17
Debts paid to the Company,	-	-	12,624.29
Deposits and loans,	-	-	1,800.00
From coupon bonds, sold to defray the cost of re-construction and additions to the real estate, buildings and other permanent property of the Company,			8,742.50
Which, added to the ordinary income of	-	-	156,908.03

Made the aggregate receipts from all sources during the year,	-	-	-	-	-	<u>\$184,058.99</u>
---	---	---	---	---	---	---------------------

Applicable to the following disbursements:

Ordinary current expenses,	-	-	-	71,727.79
Negro hire due last year, but unclaimed till this,				2,200.00
Extraordinary expenses, being additions to the Rolling Stock of Company, and James river bridge,	-			7,487.87
In completing re-construction of road and large turntable, &c.,	-	-	-	5,694.74
In buildings at Richmond, Pocahontas, and Chester,				5,800.00
Amount carried forward,	-	-	-	<u>92,910 40</u>

Amount brought forward,	-	-	92,910.40
In reducing bills payable account,	-	-	20,671.39
Interest on funded debts, &c.,	-	-	13,747.07
In dividends,	-	-	48,705.00
			<hr/>
			\$176,033.86
Leaving a balance unexpended of			8,025.13
			<hr/>
			\$184,058.99
Consisting of cash on hand, April 30th, 1858,	\$7,788.15		
Uncollected transportation dues,	236.98		
	<hr/>		\$8,025.13

The apparent and ascertained income from the current business of the year is less than that of the preceding year by \$495.94, which, however, is more than covered by an unsettled account against the Clover Hill Company.

Prior to the commercial and pecuniary embarrassments and distress, which overwhelmed the country early last autumn, and the prostration and stagnation of business, with its consequent suspension of travelling, perhaps unprecedented since the existence of this Company, its receipts, especially from its passenger business, largely exceeded its experience during corresponding months of any preceding year. That it has been able, notwithstanding this protracted period of depression in business and travel, to maintain its income for the year to an amount equal that of the preceding year of prosperity and general activity, is a source of gratification and encouragement, which is enhanced by the consideration that this has been done, although from the mildness of the winter, and from a serious disaster to the Clover Hill mines, (now nearly repaired,) the receipts from coal transportation were very considerably reduced, and by the discontinuance of the Port Walthall line of steamboats, the travel over that branch of this road amounting the preceding year to 12,481 passengers, was (except 886 passengers conveyed before the discontinuance of the line in May last,) cut off. The expense of passenger trains to Port Walthall, was, however, at the same time discontinued.

This travel, with probably very large additions to it, will soon be restored to this road, to pass over its *whole* length, by the completion in a few months of the Norfolk and Petersburg Railroad, affording the quickest and easiest transit between those two cities.

But a source of greater gratification is found in the fact, that a reduction of the current working expenses of the road, amounting for the past year to \$10,935.09, has been effected chiefly through the agency of our excellent Superintendent, whose untiring zeal, energy, thorough system and efficiency, cannot be too strongly commended. Nor has this been accomplished by any neglect or omission of any expenditure required for the best preservation of the property, or the most judicious management of the business of the Company. On

the contrary, it may safely be said, that every portion of the Company's property was never in more complete or perfect order and condition, nor was its business ever more promptly, systematically and efficiently conducted, and that in both respects a comparison with any other road in the country would only reflect credit on the superintendency of this.

And in accordance with this wise economy, substantial neat and commodious buildings have been erected in Richmond, Pocahontas, and Chester, affording to the cars and engines of the Company, as well as to passengers, protection from the weather, which has never been before enjoyed. These and the other expenditures embraced in the item of \$7,487.87 of "Extraordinary Expenses," and consisting of additions to the cars and machinery of the Company will, it is believed, materially enure to the saving of expense in future repairs. The present condition of the Company's road, structures, equipage, and other property, is fully and truly presented in the Superintendent's report, and will also be doubtless described by the Examining Committee. And in this connection, it is gratifying to be able to testify to the fidelity, zeal and efficiency of the agents and employees of the Company under the immediate direction of the Superintendent.

The punctuality, urbanity of manners and superior business qualifications of our worthy Treasurer, assiduously devoted to the service of the Company, are too long and too well known in this community to need commendation; but it is sheer justice to say, that the accounts, books and papers under his charge, as well as those in charge of the Superintendent's clerk, (who in some measure, under the system now in operation, fulfills the office of auditor and assistant treasurer, keeping duplicates of nearly every book and account kept in the Treasurer's office,) have been kept in a manner in the highest degree creditable to themselves, and satisfactory to the Directory.

The subject of Through Tickets, in which this Company is or may be connected with others, and of the rates of fare received on them by this Company, has for some time occupied the earnest attention of its Directory and executive officers.

Under a strong conviction, which experience only confirmed, that the proportions of fare received by the several companies south of Washington from the aggregate prices of these through tickets, were inadequate, unjust and oppressive, as compared with the proportions received by the companies north of Washington, whose passenger business, so many times exceeding that of the Southern companies, render low rates of fare on their roads both politic and economical; and conscious that this disproportion bore with peculiar hardship and injustice on this Company, whose short and expensively constructed road, and expensive omnibus and baggage arrangements for the accommodation of this through travel, made a discrimination in its favor, in the apportionment of through ticket fares, eminently just and proper, this Company, in conjunction with the two other Virginia Companies between Washington and Weldon, invited a conference

of all the Companies interested between New York and Charleston, to consider the subject of increasing and re-apportioning among themselves the rates of fare on through tickets between those cities, as well as of increasing the comfort and facilities of travelers, by improving and extending the system of through tickets and through checks for baggage.

After a number of such conferences, held during the last four months, arrangements have been made, which will give to the Southern roads rates of fare much more just and remunerative than those heretofore received; and other measures are in the course of negotiation and settlement, which it is believed will greatly improve the comfort of travelers, and the attractiveness and value of this main Atlantic route for through travel.

With these and other advantages, in part before referred to, there is reason to anticipate for the current fiscal year, results, which will continue to indicate, more than those of preceding years, the steady advance in success and prosperity of the business and affairs of this Company.

Respectfully submitted in behalf of the Board of Directors.

P. V. DANIEL, JUN'R,

*President.*

*June 1st, 1858.*





## A

*Statement of the affairs of the Richmond and Petersburg Rail Road*

## COST OF ROAD AND PROPERTY.

From Richmond to Petersburg, including interest, per statement A No. 1,.....	922,770 04	
Branch Road to Port Walthall, including purchase of land, wharves, coal tracks, and cars,.....	45,539 09	
		968,309 13
Re-construction of Road,.....		218,148 26
Land Purchase,.....		18,954 33

## DEBTS DUE TO THE COMPANY.

This Company's stock taken for debt,.....	5,376 06	
Open Account,.....	4,697 75	
		10,073 81
Cash on hand,.....		7,788 15

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1,223,273 68

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*Company, from the commencement of the work to 1st May, 1858.*

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CAPITAL STOCK.

Subscribed by individuals, 3,000 shares,	300,000 00	
Converted loan stock, 2,980 " \$50,	149,000 00	
	<hr/>	449,000 00
Sub. by the St'e, old st'k, 2,000 "	200,000 00	
" " new " 1,856 "	185,600 00	
	<hr/>	385,600 00
		<hr/>
		834,600 00

DEBTS DUE BY THE COMPANY.

Dividend bond to the State,.....	33,408 00	
Coupon bonds due July 1st, 1875,.....	26,000 00	
Coupon bonds due June 1st, 1875,.....	133,000 00	
Certificates of debt for dividends,.....	23,981 09	
Am't to credit of individual stockholders,	185 04	
	<hr/>	24,166 13
Unclaimed interest on certificates of debt,.....	570 08	
Bills payable,.....	10,710 85	
Open Accounts,.....	3,001 11	
	<hr/>	230,856 17
Profit and loss,.....		157,817 51
		<hr/>
		1,223,273 68
		<hr/>
		<hr/>

J. B. MACMURDO, *Treasurer.*

*Richmond, May 1, 1858.*

## A No. 1.

*Heads of Expenditure for Construction of Road and Purchase of  
Property to 1st May, 1858.*

Preliminary surveys,.....	2,896	87
Contingent expenses,.....	2,675	69
Purchase of Manchester and Petersburg Turnpike Stock, .....	23,841	35
Engineering expenses,.....	32,403	99
Real Property in Richmond,.....	21,917	24
"        in Pocahontas,.....	3,200	00
"        in Petersburg,.....	1,876	00
"        in Chester,.....	900	00
Land damages,.....	22,802	26
Graduation,.....	168,373	32
Superstructure,.....	111,510	09
Masonry, .....	72,223	29
James River Bridge—Masonry,.....	49,783	03
Superstructure,.....	86,050	15
	<hr/>	135,833 18
Falling Creek Bridge,.....	10,889	30
Swift Creek Bridge,.....	10,027	79
Kingsland Creek Bridge,.....	5,496	42
Depots and Work Shops, .....	13,106	72
Richmond Depot,.....	44,029	05
Manchester Depot,.....	3,359	04
Water Station,.....	1,181	54
Pocahontas Depot,.....	8,011	79
Locomotive Engines and Cars,....	97,508	69
Omnibus,.....	1,639	83
Officers' salaries,.....	5,717	33
Repairs of Turnpike,.....	1,389	97
Interest on loans.....	113,099	57
Premium on stg. bills and commission in paying loan due in England,.....	6,859	72
	<hr/>	119,959 29
		<hr/>
		<u>\$922,770 04</u>

*Richmond, May 1st, 1858.*

J. B. MACMURDO, *Treas'r.*

## B.

*Statement of Financial Affairs within the year ending 30th  
April, 1858.*

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Cash on hand April 30, 1857,.....	3,984 17
Capital Stock—Received this sum,.....	9,000 00
Debts due to the Company—Received this sum,.....	12,624 29
Transportation—Received this sum,.....	156,908 03

## DISBURSEMENTS.

Cost of Road and Property—	
Increased this sum,.....	5,800 00
Reconstruction of Road—	
Increased this sum,.....	5,694 74
Land Purchase—Increased this sum,.....	7 36
Debts due by the Company—	
paid off this sum, .....	19,358 51
Expenses of Transportation—	
Ordinary,.....	73,927 79
Extraordinary,.....	7,487 87
	<hr/> 81,415 66
Interest—Paid this sum,.....	13,747 07
Dividends—Paid this sum,.....	48,705 00
Cash on hand, April 30, 1858,.....	7,788 15
	<hr/> <hr/>
	\$182,516 49    \$182,516 49

*Richmond, May 1, 1858.*

J. B. MACMURDO, *Treas'r.*

## C.

## Statement of Income from Transportation, &amp;c., from May 1st, 1857, to May 1st, 1858.

DATE.	Local Travel.	Through Travel.	Local Freight.	Extra Baggage and Express Fr't.	Freight on Coal from Clover Hill.	Clover Hill Travel.	Clover Hill Freight.	Transportation of Mail.	Tolls, &c.	Amount.
1857, May, .....	5,240 10	2,261 31	3,598 92	179 90	3,142 71	63 54	316 77	612 50		15,415 75
" June, .....	3,969 25	2,328 44	3,785 44	204 44	2,995 52	59 10	181 64	612 50		14,136 83
" July, .....	4,069 40	2,655 48	3,107 41	263 76	3,414 42	77 77	330 32	641 30		14,559 86
" August, .....	3,927 00	3,232 81	2,279 84	229 00	3,375 33	72 70	347 19	612 50	1 75	14,078 12
" September, .....	4,317 85	4,294 65	1,825 43	373 16	3,192 44	58 40	180 28	612 50	3 40	14,858 11
" October, .....	5,064 60	2,917 03	1,588 26	186 94	3,515 92	98 22	207 45	612 50	4 00	14,194 92
" November, .....	2,666 80	2,013 47	1,614 07	224 52	3,289 47	37 51	176 02	612 50	3 10	10,637 46
" December, .....	3,410 15	2,136 57	962 27	313 05	2,798 96	56 52	144 32	612 50	2 85	10,437 19
1858, January, .....	3,302 40	2,156 94	1,250 74	247 52	1,629 81	50 82	136 26	612 50	10 58	9,397 57
" February, .....	5,039 15	2,348 92	1,471 42	242 92	2,503 56	41 24	135 95	612 50	21 14	12,416 80
" March, .....	2,993 50	3,566 70	1,765 26	359 55	3,247 94	61 97	206 79	612 50	11 29	12,825 50
" April, .....	3,416 60	2,474 97	1,519 47	318 54	1,709 46	39 70	278 91	612 50	13 48	10,383 63
	\$47,416 80	\$32,387 29	\$24,768 53	\$3,143 30	\$34,815 54	\$717 49	\$2,641 90	\$7,378 80	\$71 59	\$153,341 24
Miscellaneous Receipts .....										3,566 79
										<u>\$156,908 03</u>

Richmond, May 1st, 1858.

J. B. MACMURDO, Treasurer.

## D.

*Statement of Transportation Expenses from 1st May, 1857, to 1st May, 1858.*

## ORDINARY.

Repairs of road, .....	5,534	63
Repairs of bridges and watching,.....	1,151	00
Repairs of depots and water stations,.....	581	60
Repairs of locomotive engines and tenders,..	7,404	95
Repairs of passenger, mail and baggage cars,	2,300	00
Repairs of freight cars and flats,.....	700	00
Repairs of coal cars,.....	2,069	83
Repairs of shop tools and machinery,.....	505	28
Oil and tallow,.....	1,011	12
Cotton waste,.....	577	20
Wood,.....	5,422	25
Train expenses,.....	9,495	47
Depot expenses,.....	11,615	85
Postage, stationery and printing,.....	497	19
Salaries,.....	5,750	02
Insurance on buildings, .....	1,738	50
Taxes,.....	876	30
Cattle killed by trains,.....	71	00
Lost and damaged goods, and baggage,.....	234	05
Miscellaneous expenses,.....	598	63
Through travel expenses,.....	1,350	00
Omnibus expenses, .....	2,301	83
Manchester and Petersburg Turnpike,.....	317	42
Clover Hill transportation expenses,.....	11,415	33
Mail expenses, .....	408	34
		<hr/>
		\$73,927 79

## EXTRAORDINARY.

New passenger mail and baggage cars,.....	1,176	44
New freight cars and flats,.....	430	44
New coal cars,.....	3,040	99
New machinery for shops,.....	40	00
Repairs of bridges,.....	1,300	00
Repairs of passenger, mail and baggage cars,	1,500	00
		<hr/>
		7,487 87
		<hr/>
		\$81,415 66
		<hr/>

J. B. MACMURDO, *Treasurer.*

*Richmond, May 1st, 1858.*



## E.

*Comparative Statement of the Business of the Richmond and Petersburg Railroad Company, the year ending 30th April, 1857, with the year ending 30th April, 1858.*

	1857.	1858.	In 1858.	
			Dec'e of Dr. and Inc'e of Cr.	Inc'e of Dr. and Dec'e of Cr.
Cash.....	3,984 17	7,788 15	.....	3,803 98
Debts due to the Com- pany on stock and open account,.....	9,619 76	10,073 81	.....	454 05
Bills receivable,.....	13,078 34	.....	13,078 34	.....
Cost of road and pro- perty,.....	916,970 04	922,770 04	.....	5,800 00
Cost of branch road and property,.....	45,539 09	45,539 09	.....	.....
Reconstruction of road,	212,453 52	218,148 26	.....	5,694 74
Land purchase,.....	18,946 97	18,954 33	.....	7 36
	\$1,220,591 89	\$1,223,273 68		
Capital stock,.....	825,600 00	834,600 00	9,000 00	.....
Dividends due to the State,.....	33,408 00	33,408 00	.....	.....
Certificates of debt for dividends,.....	24,166 13	24,166 13	.....	.....
Open accounts due by the Company,.....	2,758 31	3,571 19	812 88	.....
Coupon bonds due July 1, 1875,.....	35,000 00	26,000 00	.....	9,000 00
Coupon bonds due June 1, 1875,.....	123,500 00	133,000 00	9,500 00	.....
Bills payable,.....	31,382 24	10,710 85	.....	20,671 39
Profit and loss,.....	144,777 21	157,817 51	13,040 30	.....
	\$1,220,591 89	\$1,223,273 68	\$45,431 52	\$45,431 52

J. B. MACMURDO, *Treasurer.*

*Richmond, May 1st, 1858.*

# SUPERINTENDENT'S REPORT.

SUPERINTENDENT'S OFFICE,  
RICHMOND & PETERSBURG R. R. Co.,  
*Richmond, April 30, 1858.*

PETER V. DANIEL, JR., Esq.,

*President :*

Dear Sir,—This being the close of the fiscal year, the following report of the operations of the department under my direction is respectfully submitted :

## RECEIPTS, OR EARNINGS.

From transportation of passengers, . . .	80,399 64	
“ extra baggage and express freight, . . .	3,143 30	
“ United States mail, . . .	7,378 80	
“ transportation of freight, . . .	62,225 97	
“ travel and freight per Norfolk and Port Walthall steamer, . . .	121 94	
“ miscellaneous sources, . . .	3,638 38	
Total receipts or earnings, . . .		\$156,908 03

## EXPENSES OF WORKING THE ROAD.

For repairs of road, . . .	5,534 63	
“ repairs of bridges and watching, . . .	1,151 00	
“ repairs of depots and water stations, . . .	581 60	
“ repairs of locomotive engines and tenders, . . .	7,404 95	
“ repairs of passenger, mail and bag- gage cars, . . .	2,300 00	
“ repairs of freight cars and flats, . . .	700 00	
“ repairs of coal cars, . . .	2,069 83	
“ repairs of shop tools and machinery, . . .	505 28	
“ oil, grease, and tallow, . . .	1,011 12	
“ cotton waste, . . .	577 20	
“ wood, . . .	5,422 25	
“ train expenses, including the pay of conductors, baggage-masters, engineers, firemen and brakemen, . . .	9,495 47	
Amounts carried forward, . . .	\$36,753 33	\$156,908 03

Amounts brought forward, . . .	\$36,753 33	\$156,908 03
For depot expenses, including pay of depot agents, hands and watchmen, and stationery and printing for depots,	11,615 85	
For postage, stationery and printing,	497 19	
“ salaries of officers, . . . .	5,750 02	
“ insurance on buildings, &c., . . .	1,738 50	
“ taxes, . . . . .	876 30	
“ cattle killed by trains, . . . .	71 00	
“ lost and damaged goods and lost baggage,	234 05	
“ miscellaneous expenses, . . . .	598 63	
“ omnibus expenses, . . . . .	2,301 83	
“ Richmond and Manchester turnpike road, . . . . .	317 42	
“ Clover Hill transportation expenses,	11,415 33	
“ Mail expenses, . . . . .	408 34	
“ through travel expenses, . . . .	1,350 00	
	<hr/>	
	73,927 79	
Deduct for negro hire chargeable to last fiscal year, but not paid then, as bonds were not presented, . . . . .	2,200 00	
	<hr/>	
Total ordinary expenses, . . . . .		71,727 79

Balance, or net receipts, . . . . \$85,180 24  
or 54½ per cent. of the receipts. The cost per mile run being eighty-five cents.

The extraordinary expenses during the year amount to \$7,487 87, and are as follows :

For new passenger, mail, and baggage cars,	1,176 44
“ new freight cars and flats, . . . .	430 44
“ new coal cars, . . . . .	3,040 99
“ new machinery for shops, . . . .	40 00
“ renewal of passenger cars, . . . .	1,500 00
“ extraordinary repairs of James river bridge commenced last year, . . . .	1,300 00

The receipts compared with those of the last fiscal year exhibit a decrease of \$495 94, and the ordinary expenses of working the road a decrease of \$10,935 09. The decrease in the receipts is to be attributed in part to the withdrawal of the Port Walthall boat in May last, but more particularly to the financial embarrassments which pervaded the country last autumn—these causes combined have diminished the income of the Company during the past year at least ten thousand dollars. The Norfolk and Petersburg Railroad, the completion of which is but a few months distant, it is believed, will more than com-

pensate by the additional travel it will bring to the road, for the loss sustained by the withdrawal of the Port Walthall boat.

#### TONNAGE.

The tonnage, exclusive of coal, express freight, and extra baggage, amounts to 14,906 tons, being a decrease of 1,744 tons, and the receipts from this tonnage are \$4,892 62 less than last year.

The coal transported amounts to 49,022 tons, which is an increase of 4,186 tons on the preceding year, which would have been increased to at least 7,000 tons, had it not been for an accident by fire at one of the coal pits in March last. The coal was transported as follows :

To Richmond,	. . . . .	17,127 tons
“ Port Walthall,	. . . . .	23,121 “
“ Petersburg,	. . . . .	8,774 “

The receipts from the transportation of coal amount to \$34,815 54, being 71 cents per ton, or \$1.08 per mile run. The receipts from the transportation of all other freight, exclusive of express freight and extra baggage, amount to \$24,267.13, being \$1.62 per ton, or \$2.56 per mile run.

The freight of all kinds transported during the year amounts to 63,841 tons, and the number of tons transported one mile is 1,673,769.

#### PASSENGERS.

The number of passengers transported amounts to 83,355; of these, 38,673 were through, and 44,682 were local and way passengers, of which 6,554 were carried on the accommodation, 757 on the Clover Hill, and 886 on the Port Walthall train. The receipts from passenger fare amount to \$80,521 58 cents, or 96 cents per passenger, and the total movement of passengers or number transported one mile is 1,772,052. The receipts from passenger fare exhibit a falling off of \$3,700.22.

The receipts per mile run from passengers by the mail and express trains are \$2.45, and by the accommodation train 76 cents.

#### EXPRESS FREIGHT AND EXTRA BAGGAGE.

The receipts from express freight and extra baggage amount to \$3,143.30, which is an increase of \$1,047.46.

For full statements in detail, relative to the freight and travel, I refer you to the accompanying tables, marked No. 1, 2, 3, 4, 5, 6, 7, 8, 9, and 12.

#### THE ROAD.

The road is in excellent condition; last autumn all the ditches were thoroughly cleaned out, and many of them deepened. A new turn-table has been put in at Richmond, also one at Port Walthall, and a long turnout of heavy iron at Chester. The old superstructure of the tracts in the shop yard at Richmond, which was laid with

strap iron, has been taken up, and tracks of T iron substituted. About 1,500 new cross ties have been laid during the year. The repairs of the road have cost \$5,534.63, or \$221 per mile, and including the ordinary repairs of bridges, \$267.42 per mile.

#### BRIDGES.

The bridges are now in good condition; the repairs of the James River bridge, which were commenced last year, were completed in June. The cost of the repairs of the bridges (including \$1,300 of extraordinary repairs) amounts to \$2,451.

#### BUILDINGS.

The buildings are all in a good state of preservation. For the protection of the idle passenger cars at Richmond, a shed 150 by 36 feet has been erected, and an engine-house 54 by 24 feet, together with other sheds in the shop-yard at that place, and for the accommodation of passengers and the preservation of the cars, a shed 240 by 45 feet, with a sheet-iron roof, has been put up at Pocahontas. A wood-shelter and a pump-house have been erected at Chester, and a stationary engine put up for the purpose of sawing wood and pumping water for the trains, which will diminish the expenses about \$700 per annum. The cost of the repairs of depots and water stations amounts to \$581.60, and the new buildings, including the stationary engine at Chester, cost \$5,800.

#### LOCOMOTIVE ENGINES.

The locomotive engines are all in good running order; there are eleven in number, the cost of repairs of which during the year amounts to \$6,000, or  $7\frac{1}{10}$  cents per mile run. For the cost of repairs, the number of miles run, and the quantity of wood and oil used by each, you are referred to tables marked Nos. 10 and 11.

#### ROLLING STOCK OR CARS.

The cars are all in good condition; there are 6 first class and 5 second class passenger cars, 3 baggage and mail cars, 20 box cars, 22 flats, 2 stock cars, 9 seventy-five bushel, 4 eighty bushel, 71 one hundred bushel, and 42 one hundred and twenty-five bushel coal cars—making 126 coal cars; 4 gravel cars, and 4 pole, and 2 crank cars. The passenger cars have all been thoroughly overhauled and re-painted, and put in excellent condition, and 1 baggage and mail car, 2 flats, and 18 one hundred and twenty-five bushel cars have been built in the Company's shops during the year. The cost of the repairs of cars amounts to \$5,069.83—and the cost of new cars and renewal of cars is \$6,147.87.

One four horse, and one two horse omnibus have been purchased,



## OMNIBUSES.

and one of the old ones has been rebuilt during the year, and one pair of horses purchased. The baggage and mail wagons have all been overhauled, painted, and put in good order, and an omnibus shelter erected.

There are now three omnibuses, five baggage and mail wagons, four street wagons, two carts, and fifteen horses, the joint property of this and the Richmond, Fredericksburg and Potomac Railroad Company. Our proportion of the omnibus expenses during the past year is \$2,301.83 at Richmond.

## MATERIALS ON HAND.

The value of the materials on hand, consisting of iron, steel, castings, lumber, wood, oil, waste, &c., amounts to \$6,705, for an inventory of which I refer you to table marked No. 14.

In order to diminish the expenses as much as possible, a system of rigid economy and accountability has been introduced in the different departments of the road, and the services of such agents and employees as could be spared, without detriment to the interests of the Company, have been from time to time dispensed with, and a reduction of about \$5,000 per annum in the expenses of the Company effected.

## ACCIDENTS RESULTING IN THE LOSS OF LIFE.

On the 4th of November, W. R. Coates, who was employed as a fireman on the coal train, in attempting to jump on the train while in motion, slipped, and got his legs between the wheels and the car, and received an injury which caused his death on the following night.

On the 21st of March, John Maberry, a colored fireman, while aiding in shifting the train at Pocahontas, by carelessness on his part, was run over and killed by one of the cars.

In closing this report, it affords me pleasure to be able to state, that the different officers, agents and employees in the service of the Company, have performed their respective duties with zeal and fidelity, and in a manner highly satisfactory to me and creditable to themselves.

For a list of the names of the officers, agents and employees of the Company, and the pay of each, I refer you to statement No. 13, hereunto annexed.

All which is respectfully submitted.

E. H. GILL,  
*Superintendent.*



# No. 1.—RICHMOND AND PETERSBURG RAIL ROAD.

*Monthly Statement of the Tonnage, the number of Passengers transported, and of the Receipts for Freight, Passenger Fare, Express Freight, and Extra Barge, and for the transportation of the United States Mail, for the year ending April 30, 1858.*

MONTH.	Coal from Clover Hill.		Freight to and from Clover Hill.		Freight from Richmond to Petersburg and vice versa.		Freight between Port Walthall, Richmond and Petersburg.		Express Freight.		Total Tonnage.		Amount.		Through Passengers.		Local and Way Passengers.		Local and Way Passengers.		Port Walthall or Steamboat Passengers.		(Clover Hill Passengers.		Total number of Passengers.		Passenger Fare.		United States Mail.		Express Freight and Extra Barge.		Miscellaneous Receipts.		Total Receipts.	
	Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		\$	cts.	South.	North.	South.	North.							\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.		
1857. May.	4,685		181		2,057 <sup>3</sup> / <sub>4</sub>		1		23		6,557 <sup>3</sup> / <sub>4</sub>		7,058 40		1,198		2,381		2,306		886		94		8,317 <sup>1</sup> / <sub>2</sub>		7,564 95		612 50		179 90				15,415 75	
June.	4,450		119		2,241		1		25		6,844		6,962 60		1,166		1,654		1,900		76		76		6,315 <sup>1</sup> / <sub>2</sub>		6,356 79		612 50		204 44				14,136 33	
July.	4,742		202		1,549				35		6,528		6,852 15		1,255		1,760		1,931		101		101		6,903 <sup>1</sup> / <sub>2</sub>		6,802 65		641 30		283 76				14,559 86	
Aug.	4,794		180		1,240				33		6,207		6,002 36		2,011		1,696		1,847				75		7,586		7,232 51		612 50		229 00				14,076 37	
Sept.	4,450		112		856				50		5,468		5,198 15		3,294 <sup>1</sup> / <sub>2</sub>		2,035		1,764		62		62		9,293 <sup>1</sup> / <sub>2</sub>		8,670 90		612 50		373 16				14,854 71	
Oct.	4,770		107		628 <sup>1</sup> / <sub>2</sub>				19		5,524 <sup>1</sup> / <sub>4</sub>		5,311 63		2,307 <sup>1</sup> / <sub>2</sub>		2,308		2,470				88		8,387 <sup>1</sup> / <sub>2</sub>		8,079 85		612 50		186 94				14,190 92	
Nov.	4,392 <sup>1</sup> / <sub>2</sub>		67		757 <sup>1</sup> / <sub>2</sub>				31 <sup>3</sup> / <sub>4</sub>		5,270		5,079 56		1,550		780 <sup>1</sup> / <sub>2</sub>		1,028		39		39		4,650 <sup>1</sup> / <sub>2</sub>		4,717 78		612 50		224 52				10,634 34	
Dec.	3,825 <sup>1</sup> / <sub>2</sub>		67		298 <sup>1</sup> / <sub>2</sub>				43		4,237		3,905 55		1,290		1,492 <sup>1</sup> / <sub>2</sub>		1,509		48		48		5,301 <sup>1</sup> / <sub>2</sub>		5,603 24		612 50		313 05				10,434 34	
1858. Jan.	2,200 <sup>1</sup> / <sub>2</sub>		56 <sup>3</sup> / <sub>4</sub>		563 <sup>3</sup> / <sub>4</sub>				32 <sup>1</sup> / <sub>2</sub>		2,805		3,016 81		1,275		1,457		1,481		36		36		5,497 <sup>1</sup> / <sub>2</sub>		5,510 16		612 50		247 52				9,386 99	
Feb.	3,515		56 <sup>3</sup> / <sub>4</sub>		700 <sup>1</sup> / <sub>4</sub>				32 <sup>1</sup> / <sub>2</sub>		4,204 <sup>1</sup> / <sub>4</sub>		4,110 93		1,196 <sup>1</sup> / <sub>2</sub>		2,627		2,618		35		35		8,001 <sup>1</sup> / <sub>2</sub>		7,429 31		612 50		242 92				12,395 66	
Mar.	4,582 <sup>1</sup> / <sub>2</sub>		94 <sup>1</sup> / <sub>2</sub>		5,581 <sup>1</sup> / <sub>2</sub>				47 <sup>1</sup> / <sub>2</sub>		5,581 <sup>1</sup> / <sub>2</sub>		5,219 99		2,078 <sup>1</sup> / <sub>2</sub>		2,240 <sup>1</sup> / <sub>2</sub>		1,273				62		6,453		6,622 17		612 50		359 55				12,814 21	
April.	2,493		137 <sup>3</sup> / <sub>4</sub>		855 <sup>1</sup> / <sub>4</sub>				44 <sup>1</sup> / <sub>4</sub>		3,550 <sup>1</sup> / <sub>4</sub>		3,507 84		1,392		1,408		1,387				41		5,780 <sup>1</sup> / <sub>2</sub>		5,931 27		612 50		318 54				14,008 53	
Total.	49,022		1,402 <sup>1</sup> / <sub>4</sub>		12,582		1		417		63,424 <sup>1</sup> / <sub>4</sub>		\$62,225 97		20,054		21,525		21,514		886		757		83,355		\$80,521 58		\$7,378 80		\$3,143 30		\$3,638 38		\$156,908 03	

*Annual Statement, similar to the above, for the years ending April 30, 1853, 1854, 1855, 1856 and 1857.*

Year.	Coal from Clover Hill.		Freight to and from Clover Hill.		Freight from Richmond to Petersburg.		Freight between Port Walthall and Petersburg.		Express Freight.		Total Tonnage.		Amount.		Through Passengers.		Local and Way Passengers.		Port Walthall or Steamboat Passengers.		Clover Hill Passengers.		Total number of Passengers.		Passenger Fare.		United States Mail.		Express Freight and Extra Barge.		Miscellaneous Receipts.		Total Receipts.	
	Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		\$	cts.	South.	North.	South.	North.							\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
1857.	44,836		1,085		14,461		370		338		61,700		663,326 82		22,898		21,271		12,481		896		99,896 <sup>1</sup> / <sub>2</sub>		\$84,221 80		\$7,759 51		2,095 84				157,403 97	
1856.	30,857		1,392		9,899		5,810		298		58,671		61,412 00		20,053		18,514		8,394		442		88,020		\$81,255 41		\$7,536 16		2,405 69				151,947 53	
1855.	45,420		1,210		10,784		2,336		—		59,780		65,000 00		15,646		13,284		6,871		418		78,037		\$83,867 50		\$7,350 00		1,854 68				145,701 89	
1854.	53,478		1,096		11,772		8,643		—		74,989		67,000 00		13,891		15,652		5,323		487		80,760		\$63,383 00		\$7,331 25		\$762 33				139,437 70	
1853.	52,100		813		15,201		10,130		—		78,144		—		—		—		5,797		—		70,495		—		\$7,345 55		—				126,017 33	

## No. 2.—RICHMOND AND PETERSBURG RAIL ROAD.

*Statement of Local Passengers between Richmond and Petersburg for the year ending April 30, 1858.*

## NORTHWARDLY.

MONTH.	Way Pas- sengers set down.		Way Pas- sengers taken up.		Petersburg to Richmond.		Total.		Grand Total.
	Whites.	Blacks.	Whites.	Blacks.	Whites.	Blacks.	Whites.	Blacks.	
1857. May,	39	36	100	46	1,802	283	1,941	365	2,306
June,	52	36	106	75	1,226	405	1,384	516	1,900
July,	58	23	143	38	1,354	315	1,555	376	1,931
August,	50	37	106	37	1,289	328	1,445	402	1,847
Sept'r,	36	32	107	35	1,267	287	1,410	354	1,764
October,	39	15	92	30	2,058	236	2,189	281	2,470
Nov'r,	18	15	56	27	807	105	881	147	1,028
Dec'r,	28	59	88	75	998	261	1,114	395	1,509
1858. Jan'y,	20	13	115	46	1,069	218	1,204	277	1,481
Feb'y,	18	12	84	22	2,340	142	2,442	176	2,618
March,	29	12	99	31	925	177	1,053	220	1,273
April,	24	16	107	39	1,009	192	1,140	247	1,387
Total,	411	306	1203	501	16,144	2949	17,758	3756	21,514

## SOUTHWARDLY.

MONTHS.	Way Pas- sengers set down.		Way Pas- sengers taken up.		Richmond. to Petersburg		Total.		Grand Total.
	Whites.	Blacks.	Whites.	Blacks.	Whites.	Blacks.	Whites.	Blacks.	
1857. May,	108	75	87	26	1,762	323	1,957	424	2,381
June,	103	47	62	19	1,156	267	1,321	333	1,654
July,	140	58	79	17	1,204	262	1,423	337	1,760
August,	119	36	124	43	1,091	283	1,334	362	1,696
Sept'r,	84	26	101	49	1,378	397	1,563	472	2,035
October,	99	21	59	17	1,963	239	2,121	277	2,398
Nov'r,	61	31	55	20	921	171	1,037	222	1,259
Dec'r,	64	89	74	27	995	302	1,133	418	1,551
1858. Jan'y,	92	67	77	26	984	211	1,153	304	1,457
Feb'y,	82	36	53	12	2,295	149	2,430	197	2,627
March,	81	24	77	30	923	164	1,081	218	1,299
April,	103	43	76	22	968	196	1,147	261	1,408
Total,	1136	553	924	308	15,640	2964	17,700	3825	21,525

*Summary.*—Northwardly, 21,514; Southwardly, 21,525; Total, 43,039.

M. W. YARRINGTON, *Supt's. Clerk.*

## RICHMOND AND PETERSBURG RAIL ROAD.

*Statement of Tonnage between Richmond and Petersburg for the year ending April 30, 1858.*

## SOUTHWARDLY.

MONTH.	Tobacco, Hhds.	Sugar, Hhds.	Whiskey, Barrels.	Nails & Spikes, Kegs.	Iron, lbs.	Machinery and Castings, lbs.	Lumber, Feet.	Miscellaneous Freight, lbs.	Way Freight, lbs.	Tons.	Amount.
1857. May.....	16	19	259	344	27,857	31,234	...	190,162	65,490	248 <sup>3</sup> / <sub>4</sub>	\$578 77
June.....	17	...	92	347	35,107	14,520	1,741	265,309	21,638	229	477 14
July.....	6	9	164	893	15,729	23,698	2,194	117,436	18,931	180	428 76
August.....	6	30	107	420	2,426	11,486	1,836	349,139	26,415	268	601 62
September.....	15	14	172	1,358	6,226	8,354	9,508	88,480	39,424	205	431 21
October.....	24	9	196	532	9,280	27,281	336	152,915	169,500	264 <sup>1</sup> / <sub>2</sub>	512 44
November.....	6	42	171	1,521	19,343	4,570	...	207,114	48,189	294 <sup>1</sup> / <sub>2</sub>	608 05
December.....	19	13	165	110	8,918	15,011	187	85,176	16,750	117 <sup>3</sup> / <sub>4</sub>	281 01
1858. January.....	42	...	87	321	28,245	20,396	...	93,321	33,576	151	404 71
February.....	30	...	241	433	18,267	37,044	2,000	77,721	17,977	167 <sup>1</sup> / <sub>2</sub>	398 67
March.....	38	4	61	744	19,755	49,380	4,671	148,028	72,783	232 <sup>3</sup> / <sub>4</sub>	520 39
April.....	49	5	115	845	15,017	18,687	500	96,590	108,190	226 <sup>3</sup> / <sub>4</sub>	465 40
Total.....	268	145	1,830	7,868	206,170	261,661	22,973	1,871,391	638,863	2,584 <sup>3</sup> / <sub>4</sub>	\$5,708 17

M. W. YARRINGTON, *Supt's. Clerk.*

## Statement of Tonnage between Petersburg and Richmond for the year ending April 30, 1858.

## NORTHWARDLY.

MONTH.	Tobacco, Hhds.	Empty Liquor Barrels.	Empty Flour Barrels.	Cotton, Bales.	Wheat, Bushels.	Corn, Bushels.	Leather, lbs.	Domestics, Bales.	Iron, lbs.	Miscellaneous Freight, lbs.	Way Freight.			Tons.	Amount.
											Wood, Cords.	Miscellan'us Freight, lbs.	Lumber, Feet.		
1857. May.....	2,112	267	...	263	...	6	...	29	9,246	102,081	56	2,500	15,120	1,809	\$2,985 34
June.....	2,117	269	...	637	...	...	...	...	4,750	181,041	65	825	67,163	2,012	3,308 30
July.....	1,436	289	400	170	282	...	...	...	2,940	180,604	60	1,100	34,064	1,369	2,547 62
August.....	912	76	2,019	199	1,410	...	...	...	27,218	106,818	...	15,010	37,294	932	1,678 22
September....	377	821	3,482	81	2,278	...	845	65	193,583	79,138	40	52,850	17,698	651	1,394 22
October.....	148	434	5,390	154	961	...	300	...	9,085	142,747	25	18,300	5,599	364	1,075 82
November.....	125	242	6,308	211	238	...	...	...	29,283	108,643	95	24,675	11,930	463	1,006 02
December.....	102	315	3,588	35	36	...	...	...	46,526	80,368	55	100	1,155	280	681 26
1858. January.....	202	299	4,008	215	120	...	...	...	5,300	112,237	20	900	...	354	846 03
February.....	299	...	5,183	378	792	...	...	...	11,397	183,243	4	200	7,675	532	1,072 75
March.....	326	200	3,385	235	1,167	...	1,809	91	12,100	258,776	163	...	37,745	843	1,244 87
April.....	611	...	104	318	...	...	...	24	1,673	90,839	173	15,000	6,783	890	1,054 07
Total.....	8,767	2,712	33,867	2,896	7,284	6	2,954	209	353,101	1,626,535	756	130,460	242,226	10,501	\$18,894 52
Tons transported Southwardly..... 2,584 $\frac{3}{4}$															
" " Northwardly..... 10,501 $\frac{1}{4}$															
Express Freight and Extra Baggage..... 417															
Total ..... 13,503 Tons.															
Amount..... \$ 5,708 17															
" " " 18,894 52															
" " " 3,143 30															
Total ..... \$27,745 99															

M. W. YARRINGTON, *Sup'ts. Clerk.*

## No. 4.—RICHMOND AND PETERSBURG RAIL ROAD.

*Statement of Through Passengers for the year ending April 30th, 1858.*

## SOUTHWARDLY.

MONTH.	From New York.	From Philadelphia.	From Baltimore.	From Washington.	From Richmond to Weldon & Gaston.		Total.
					Whites.	Blacks.	
1857.							
May.....	282	64 $\frac{1}{2}$	106	139 $\frac{1}{2}$	263	343	1,198
June.....	241	54	75 $\frac{1}{2}$	192 $\frac{1}{2}$	312	291	1,166
July.....	302 $\frac{1}{2}$	125 $\frac{1}{2}$	68 $\frac{1}{2}$	188 $\frac{1}{2}$	265	305	1,255
August.....	821 $\frac{1}{2}$	223 $\frac{1}{2}$	67	182	376	341	2,011
Sep'r.....	1,267	366	203 $\frac{1}{2}$	305	560	593	3,294 $\frac{1}{2}$
Oct'r.....	926	210 $\frac{1}{2}$	183	318	382	288	2,307 $\frac{1}{2}$
Nov'r.....	476 $\frac{1}{2}$	162 $\frac{1}{2}$	118	200	312	281	1,550
Dec'r.....	400 $\frac{1}{2}$	181	116 $\frac{1}{2}$	262	252	178	1,390
1858.							
Jan'y.....	240 $\frac{1}{2}$	133 $\frac{1}{2}$	115 $\frac{1}{2}$	217 $\frac{1}{2}$	276	292	1,275
Feb'y.....	199 $\frac{1}{2}$	167	99	203	246	282	1,196 $\frac{1}{2}$
March.....	652	302 $\frac{1}{2}$	105	219	319	481	2,078 $\frac{1}{2}$
April.....	314	123	91	228	182	394	1,332
Total.....	6,123	2,113 $\frac{1}{2}$	1,348 $\frac{1}{2}$	2,655	3,745	4,069	20,054

## NORTHWARDLY.

MONTH.	From Wilmington.	From Weldon.	From Weldon and Gaston to Richmond.		From Petersburg.	Total.
			Whites.	Blacks.		
1857.						
May.....	656	207	278	126	185 $\frac{1}{2}$	1,452 $\frac{1}{2}$
June.....	573 $\frac{1}{2}$	194 $\frac{1}{2}$	429	167	155 $\frac{1}{2}$	1,519 $\frac{1}{2}$
July.....	639 $\frac{1}{2}$	218	615	218	169	1,859 $\frac{1}{2}$
August.....	786	319	508	195	149	1,957
September.....	759 $\frac{1}{2}$	542 $\frac{1}{2}$	382	201	253	2,138
October.....	428 $\frac{1}{2}$	243	253	50	149 $\frac{1}{2}$	1,124
November.....	312	188 $\frac{1}{2}$	146	31	103	780 $\frac{1}{2}$
December.....	433	220 $\frac{1}{2}$	241	41	157	1,092 $\frac{1}{2}$
1858.						
January.....	543 $\frac{1}{2}$	280	211	74	140	1,248 $\frac{1}{2}$
February.....	954	178	242	94	117	1,585
March.....	1,369	346 $\frac{1}{2}$	219	158	148	2,240 $\frac{1}{2}$
April.....	846 $\frac{1}{2}$	254	290	83	148	1,621 $\frac{1}{2}$
Total .....	8,301	3,191 $\frac{1}{2}$	3,814	1,438	1,874 $\frac{1}{2}$	18,619

Total number of Through Passengers, each direction, ..... 38,673.

M. W. YARRINGTON, *Supt's. Clerk.*



## No. 5.

## RICHMOND AND PETERSBURG RAIL ROAD.

*Statement of the number of Passengers transported on the Road during the year ending April 30th, 1858.*

SOUTHWARDLY.		
Through Passengers.....	20,054	
Local Passengers.....	21,525	
		41,579
NORTHWARDLY.		
Through Passengers.....	18,619	
Local Passengers.....	21,514	
		40,133
Steamboat Passengers <i>via</i> Port Walthall, Southwardly.....	478	
Steamboat Passengers <i>via</i> Port Walthall, Northwardly.....	408	
		886
Passengers between Richmond and Petersburg and Clover Hill.....		757
Total number of Passengers.....		83,355
Equal to 1,772,052 Passengers transported one mile.		

E. H. GILL, *Supt.*



## No. 6.

## RICHMOND AND PETERSBURG RAIL ROAD.

*Statement of Coal transported from Clover Hill during the year ending April 30th, 1858.*

MONTH.	To Richmond. Bushels.	To Petersburg. Bushels.	To Port Walthall. Bushels.	Aggregate Num- ber of Bushels.	Tons.	Amount.
1857. May .....	19,530	16,145	114,560	150,235	4,695	3,142 71
June.....	20,955	14,820	106,910	142,685	4,459	2,995 52
July .....	63,295	25,180	63,275	151,750	4,742	3,414 42
August.....	47,615	27,745	78,035	153,395	4,794	3,375 33
September..	50,550	36,755	55,085	142,390	4,450	3,192 44
October.....	76,955	31,420	44,255	152,630	4,770	3,515 92
November..	78,500	34,310	27,750	140,560	4,392 <sup>3</sup> / <sub>2</sub>	3,289 47
December..	51,035	37,395	34,085	122,515	3,828 <sup>1</sup> / <sub>2</sub>	2,798 96
1858. January....	26,830	9,305	37,485	73,620	2,300 <sup>1</sup> / <sub>2</sub>	1,629 81
February...	42,045	17,455	52,985	112,485	3,515	2,503 56
March .....	50,910	24,235	71,495	146,640	4,582 <sup>1</sup> / <sub>2</sub>	3,247 94
April .....	19,835	5,995	53,935	79,765	2,493	1,709 46
Total.....	548,055	280,760	739,855	1,568,670	49,022	\$34,815 54

## SUMMARY.

Transported to Richmond.....	548,055 Bushels—	17,127 Tons.
“ Petersburg.....	280,760 “	8,774 “
“ Port Walthall.....	739,855 “	23,121 “
Total.....	1,568,670 “	49,022 “

M. W. YARRINGTON, *Supt's. Clerk.*

## No. 7.

## RICHMOND AND PETERSBURG RAIL ROAD.

*Monthly statement of Freight transported from Clover Hill to Richmond during the year ending April 30, 1858.*

MONTH.	Tobacco, Hds.	Tobacco, lbs.	Wheat, bushels.	Wheat, lbs.	Miscellaneous Freight, lbs.	Total lbs.
1857—May.....	48	70,142	78	6,960	77,420	154,522
June .....	23	34,500	.....	.....	1,911	36,411
July .....	28	42,000	180	10,800	2,600	55,400
Aug't .....	13	7,800	3,796	227,760	1,094	236,654
Sept'r .....	1	1,500	378	22,680	600	24,780
Oct'r .....	.....	.....	200	12,000	1,210	13,210
Nov'r .....	.....	.....	1,006	60,360	2,140	62,500
Dec'r .....	3	3,800	128	7,680	1,350	12,830
1858—Jan'y .....	4	4,200	496	29,160	1,150	34,510
Feb'y .....	.....	.....	984	47,700	5,058	52,758
March.....	12	17,900	258	15,660	2,150	35,710
April .....	39	47,100	.....	.....	31,695	78,795
Total .....	164	228,942	7,504	440,760	128,378	798,080

Total number of tons, 399.

M. W. YARRINGTON, *Supt's. Clerk.*

## No. 8.

## RICHMOND AND PETERSBURG RAIL ROAD.

*Statement of Tonnage transported to and from Clover Hill, during  
the year ending April 30, 1858.*

*From Clover Hill to Richmond.*

	Tons.	Tons.
Tobacco, 164 hogsheads, . . . . .	114½	
Wheat, 7,504 bushels, . . . . .	220¾	
Miscellaneous Freight, . . . . .	63¾	
	<hr/>	
Total . . . . .		399

*From Richmond to Clover Hill.*

Miscellaneous Freight, consisting of Groceries, Corn, Dry Goods, Castings, Furniture, Guano, &c. . . . .	703½	
	<hr/>	
Total . . . . .		703½

*From Clover Hill to Petersburg.*

Tobacco, 3 Hogshead, . . . . .	2¼	
	<hr/>	
Total . . . . .		2¼

*From Petersburg to Clover Hill.*

Miscellaneous Freight, consisting of Groceries, Guano, &c. . . . .	118	
	<hr/>	
Total . . . . .		118

*From Port Walthall to Clover Hill.*

Hay, Powder, Oil, Corn, &c., &c., &c. . . . .	179½	
	<hr/>	
Total . . . . .		179½
	<hr/>	
Total Tonnage exclusive of Coal, . . . . .		1,402¼

E. H. GILL, *Supt.*

## No. 9.

## RICHMOND AND PETERSBURG RAIL ROAD.

*Monthly statement of the amounts collected on the Passenger trains for the transportation of Extra Baggage and Express Freight, during the year ending; April 30, 1858.*

Month.	Extra Baggage.	Express Freight, Adams & Co.	Total.
1857—May.....	29 25	150 65	179 90
June.....	28 00	176 44	204 44
July.....	52 75	211 01	263 76
August.....	21 25	207 75	229 00
September.....	50 50	322 66	373 16
October.....	67 50	119 44	186 94
November.....	21 50	203 02	224 52
December.....	35 45	277 60	313 05
1858.—January.....	40 00	207 52	247 52
February.....	32 75	210 17	242 92
March.....	50 50	309 05	359 55
April.....	32 25	286 29	318 54
Total.....	<u>\$461 70</u>	<u>\$2,681 60</u>	<u>\$3,143 30</u>

J. M. PARKER,  
*General Freight and Ticket Agent.*

## RICHMOND AND PETERSBURG RAIL ROAD.

*Statement of the names and dimensions of Locomotive Engines upon the Richmond and Petersburg Rail Road, and the number of miles run by each, and the cost of repairs, and of running, during the year ending April 30th, 1858.*

No.	NAME OF ENGINE.	BUILDER.	When placed on the Road.	Number of Drivers.	Diameter of Drivers in feet.	Diameter of Cylinder in inches.	Length of Stroke in inches.	Miles run with Passenger Trains.	Miles run with Freight Trains.	Miles run with Coal Trains.	Miles run with Gravel and Material Trains.	Total number of miles run.	Cost of Repairs.	Cost of Repairs to 1,000 miles run.	Cords of Wood used.	Number of Cords of Wood used to 1,000 miles run.	Wood used to 1,000 miles run.	Gallons of Oil used.	Number of Gallons of Oil used to 1,000 miles run.	Cost of Repairs, and of Wood and Oil used to each 1,000 miles run.	REMARKS.
	Sheppard, -	E. Bury, -	1838	2	41	10	16	-	-	-	2,132	2,132	400 00	400 00	84	-	-	30	-	-	Yard Engine in good order.
	Phoenix, -	Bolton & Hicks, -	1838	4	41	10	16	-	-	-	1,603	1,603	400 00	400 00	64	-	-	24	-	-	" " " " " "
	J. H. Cox, -	M. W. Baldwin,	1846	6	31	12	16	-	-	-	5,748	5,748	1,000 00	1,000 00	340	-	-	58	-	-	Coal Train Engine in good order.
	Black Diamond,	"	1847	6	31	12	16	-	-	-	11,021	11,021	1,300 00	1,300 00	550	-	-	121	-	-	" " " " " "
	Pocahontas,	"	1848	4	41	12	18	-	-	-	10,193	10,193	800 00	800 00	500	-	-	101	-	-	" " " " " "
	Chesterfield,	"	1852	4	41	11	20	5,275	1,058	110	204	6,512	850 00	850 00	270	-	-	44	-	-	Pass'ger & Fr'ght Engine in good order.
	Henrico, -	Burr & Ettinger,	1852	4	41	11	18	508	113	289	7,810	8,720	300 00	300 00	265	-	-	63	-	-	Material Train " " " "
	Clover Hill,	J. R. Anderson,	1853	4	5	12 1/2	20	1,186	330	44	4,365	5,970	504 95	504 95	210	-	-	48	-	-	Pass'ger & Freight " " " "
	M. W. Baldwin,	M. W. Baldwin,	1854	4	5	12 1/2	20	10,010	2,706	220	201	13,137	850 00	850 00	260	-	-	91	-	-	Passenger Train " " " "
	Mazeppa, -	R. & P. R. Co.	1854	4	42	12	18	10,190	2,772	682	-	13,644	500 00	500 00	170	-	-	71	-	-	" " " " " "
	T. Dodamead,	U. Wells, -	1857	4	5 1/2	13 1/2	24	3,399	1,656	374	-	4,829	500 00	500 00	170	-	-	39	-	-	" " " " " "
				30,568	7,922	1,543	32,021	11,879	83,933	\$7,404 95*	\$71 42	3,232	3,851†	690	\$80 82‡	\$168 59					

\* This embraces the cost of about \$1,404 95 worth of materials purchased and on hand for repairs of Engines, which would actually reduce the cost of Engine repairs to \$6,000.

† Cost of wood saved and ready for use, \$2 50 per cord.

‡ Cost of oil, \$1 10 per gallon.

E. H. GILL, Superintendent.

## No. 11.

## RICHMOND AND PETERSBURG RAILROAD.

*Statement of miles run by trains of all kinds during the year  
ending April 30th, 1858.*

MONTH.	Passenger Trains.	Passenger and Freight Trains.	Freight Trains.	Coal Trains.	Material Trains.	Gravel Trains.	Wood Trains.	TOTAL.
1857—May ....	2,867	858	317	3,129	310	.....	642	8,123
June .....	2,442	660	616	2,777	300	.....	.....	6,795
July .....	2,644	814	308	3,110	425	378	171	7,850
August .....	2,442	704	242	2,956	320	669	120	7,453
September...	2,358	528	.....	2,788	410	725	97	6,906
October .....	2,752	792	15	3,015	653	416	120	7,763
November ...	2,442	660	.....	2,957	250	469	338	7,116
December ...	2,508	594	.....	2,546	310	.....	808	6,766
1858—January .....	2,508	594	.....	1,672	453	.....	395	5,622
February .....	2,556	550	45	2,398	402	.....	594	6,545
March .....	2,619	616	.....	3,088	375	257	518	7,473
April .....	2,430	552	.....	1,585	375	110	469	5,521
	30,568	7,922	1,543	32,021	4,583	3,024	4,272	83,933

## SUMMARY.

Miles with Passenger Trains,	.	.	.	.	.	.	30,568
“ Passenger and Freight Trains,	.	.	.	.	.	.	7,922
“ Freight Trains,	.	.	.	.	.	.	1,543
“ Coal Trains,	.	.	.	.	.	.	32,021
“ Material Trains,	.	.	.	.	.	.	4,583
“ Gravel Trains,	.	.	.	.	.	.	3,024
“ Wood Trains,	.	.	.	.	.	.	4,272
							83,933



## No. 12.

*Business of the Richmond and Petersburg Railroad during the  
year ending April 30th, 1858.*

## TONNAGE.

Coal transported in tons, . . . .	49,022
Tobacco transported, in hogsheads, . . . .	9,202
Cotton transported, in bales, . . . .	2,896
Express freight, in tons, . . . .	417
Total amount of freight of all kinds, in tons, . . . .	63,424½
Number of tons transported one mile, . . . .	1,673,769
Miles run by freight engines,* . . . .	9,465
Miles run by coal engines, . . . .	32,021
Receipts per mile run by freight trains, in cents, . . . .	256
Receipts per mile run by coal trains, in cents, . . . .	108

## PASSENGER TRAVEL.

Whole number of through passengers, . . . .	38,673
Whole number of local and steamboat passengers, . . . .	44,682
Total number of passengers transported, . . . .	83,355
Passengers transported one mile, . . . .	1,772,052
Miles run by passenger engines, . . . .	30,568
Receipts per mile run by passenger trains, in cents,† . . . .	209

## RECEIPTS OF ROAD.

From freight on coal, . . . .	34,815 54
“ miscellaneous freight, . . . .	27,410 43
“ express freight and extra baggage, . . . .	3,143 30
Total from freight, . . . .	\$65,369 27
“ Passenger travel, . . . .	80,521 58
“ transportation United States Mail, . . . .	7,378 80
Total from passenger and U. S. Mail, . . . .	\$87,900 38

\* This includes 7,922 miles run by passenger and freight trains connected.

† This includes the mileage of freight and passenger trains when combined, the receipts per mile run from passengers by mail and express passenger trains, are \$2 45, and by accommodation train, 76 cents.

## No. 13.

*List of Officers, Agents and Employees upon the Richmond and Petersburg Railroad, and the pay of each, April 30th, 1858.*

Peter V. Daniel, Jr., President,	per annum,	\$2,000 00
Richard Barton Haxall,	} Directors.	
Charles Ellis,		
Charles S. Mills, M. D.		
Francis E. Rives,		
Roscoe B. Heath,		
James B. Macmurdo, Treasurer,	per annum,	1,750 00
Edward H. Gill, Superintendent,	"	2,000 00
J. N. Parker, General Freight and Ticket Agent,	"	1,000 00
W. H. Stith, Freight Clerk,	"	600 00
M. W. Yarrington, Superintendent's Clerk,	"	1,000 00
Richard Furt, Fr't and Ticket Agent at Petersburg,	"	800 00
B. W. Davies, Freight Clerk,	"	300 00
A. R. Smith, Agent Clover Hill,	"	720 00
R. E. Morris, Assistant,	"	400 00
A. W. Williams, Agent Chester and Engineer of Stationary Engine,	"	400 00
T. W. McCrary, Conductor,	per month,	55 00
W. R. Daniel, " "	"	55 00
R. E. Mitchell, Baggage Master,	"	40 00
W. L. Yager, " "	"	40 00
W. R. Gibson, Omnibus Manager,	"	50 00
W. D. Jester, Yard Master,	"	70 00
G. W. Curtis, Engine Runner,	"	70 00
W. E. Harrison, " "	"	70 00
Wm. Hardman, " "	"	70 00
Wm. Jewett, " "	"	70 00
Joseph Mittendorf, Car Inspector,	per day,	1 75
1 Assistant,	"	1 00
Depot and Bridge Watchmen, average of \$1 12 per day.		
John Mackin, Section Master,	per month,	45 00
B. Cummings, " "	"	45 00
8 Free Firemen and Train hands, average price per day,		
		1 00
Samuel Peters, Master Machinist,	per month,	83 33
1 Machinist,	per day,	1 75
3 Apprentices, average price per day,		
		84
John Whitlock, Master Blacksmith,	per month,	65 00
1 Blacksmith,	per day,	1 75
T. V. Strange, Master Carpenter and Road Master,	per month,	75 00

2 Carpenters, average price per day,	.	.	.	\$1 55
J. W. Sanders, Bridge Carpenter,	.		per day,	1 50
William Butler, Painter,	.	.	"	1 66 $\frac{2}{3}$

## SLAVES.

At Richmond Depot and Office,	.	.	12
" " Omnibus and wagon drivers,			5
" " In shops, (six of them mechanics,)			11
" Petersburg Depot,	.	.	5
" Clover Hill and other stations,	.	.	7
As Fireman and Train hands,	.	.	4
As Section men on repairs of Road,	.	.	13
On Material and Gravel Train,	.	.	6
			<hr/> 63

Amounting to about \$41,000 per annum, including board and clothing of slaves.

## No. 14.

*Statement of Materials on hand, April 30, 1858.*

Iron and steel, . . . . .	\$515
Castings and sundries, . . . . .	620
Copper flues and smoke-stacks, . . . . .	440
Tire, . . . . .	700
Wheels and axles, . . . . .	600
Lumber, . . . . .	670
1,000 cords of wood, . . . . .	1,500
400 cross-ties, . . . . .	160
Oil and cotton-waste, . . . . .	300
Rail Road iron, - . . . .	1,200
Sum total, . . . . .	<u>\$6,705</u>









PROCEEDINGS  
OF THE  
STOCKHOLDERS  
IN THE  
Richmond & Petersburg R. R. Co.,  
AT  
THEIR GENERAL MEETING,  
AND  
REPORTS  
MADE BY THE PRESIDENT, DIRECTORS AND SUPERINTENDENT,  
TO THE  
STOCKHOLDERS,  
TWENTY-FOURTH MEETING, MAY 31, 1859.



RICHMOND:  
H. K. ELLYSON'S STEAM POWER PRESSES, 147 MAIN STREET.  
1859.



TWENTY-FOURTH

ANNUAL MEETING OF THE STOCKHOLDERS,

HELD ON TUESDAY, MAY 31, 1859.

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At a meeting of the Stockholders of the Richmond and Petersburg Railroad Company, held at the office of the company in Richmond, on Tuesday, the 31st day of May, 1859,

James H. Cox, Esq., was called to the Chair, and James B. Macmurdo was appointed Secretary.

The Chairman appointed Messrs. Gustavus A. Myers, Charles Ellis and Wm. F. Watson, a committee to examine proxies.

The committee reported that they had examined the proxies, and found them to agree with the list made out by the Treasurer, and laid before them, which report was received and approved.

There being present, in person and by proxy, private stockholders entitled to 1,401 votes, and the proxy of the Board of Public Works, Wm. F. Watson, Esq., entitled to 934 votes, being equal to two-thirds of the votes of private stockholders; making together 2,335 votes, (the whole number of votes that could be given being 3,507;) the meeting proceeded to business.

Whereupon the President of the company presented to the meeting the annual report of the Board of Directors, with its accompanying documents, which were read, and on motion were received and approved.

The following report of the committee of examination was laid before the meeting and read, and on motion was received and approved :

The committee of examination appointed at the last meeting of the stockholders have to report that they have examined the road from Richmond to Petersburg, and the branch to Port Walthall, and they find it in excellent order ; and in smoothness of surface and lineal adjustment, they believe unsurpassed by any road in the State. They have carefully inspected the bridges over Swift Creek and Falling Creek, and some improvements to these two important structures occurred to them, to which they called the attention of the President and Superintendent for their consideration. The bridge across James river has also been carefully examined, and it will be satisfactory to the stockholders to know that this most important work on the line of the road is as firm, and in all respects, in as good condition as it was on the day of its completion. The work-shops, depots and machinery, appear to be in good order, and well and economically arranged ; and we were informed by the Superintendent that every locomotive on the road was in perfect running order.

A portion of the committee have examined the books of the company in a general way, and report them to be accurately and neatly kept, and the system of checks and balances adopted by the directory very effective, and well calculated to prevent errors.

Respectfully submitted,

WIRT ROBINSON.

*Richmond, May 30th, 1859.*

The committee appointed at a former meeting of the stockholders, to whom was referred the subject of the Manchester and Petersburg Turnpike, and report what action it would be best to take in regard to it, made through their Chairman an oral report, recommending the adoption of the following resolution, which was adopted by the meeting :

*Resolved,* That the directory of this company are hereby authorized and instructed, with or without previous negotiation and conference with the county court of Chesterfield, as they may deem necessary and expedient, to endeavor to procure the enactment by the next State Legislature of a law, authorizing the transfer of this company's interest in the Manchester and Petersburg Turnpike to the county of Chesterfield, upon such terms as to price, and upon such conditions, as in the opinion of the directory shall best

protect this company from any diversion of travel or freight from its railroad, by any mode of conveyance over the route of the said turnpike ; and that, in the meantime, the directory be authorized to resume the collection of tolls on the turnpike so soon as they may deem it best to do so.

A resolution to change the end of the fiscal year from the 30th of April to the 31st of March of each year hereafter was offered and adopted by the meeting.

Messrs. Wirt Robinson, B. W. Haxall, Levin S. Joynes, Wm. W. Harvie and Samuel T. Bayly, were appointed the committee of examination.

The meeting then proceeded to the election of officers :

Whereupon, Peter V. Daniel, Jr., Esq., was unanimously elected President of the company, and Messrs. Richard Barton Haxall, Charles Ellis and Dr. Charles S. Mills, were unanimously elected Directors on behalf of the stockholders.

Messrs. Francis E. Rives and Roscoe B. Heath were announced to have been appointed Directors on behalf of the State.

On motion,

*Resolved*, That the President take such measures in regard to publishing the report of the President and Directors, with the accompanying documents and the proceedings of this meeting as he may deem expedient.

On motion, the meeting then adjourned.

JAMES H. COX, *Chairman*.

J. B. MACMURDO, *Secretary*.



## ANNUAL REPORT.

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The Board of Directors respectfully submit to the stockholders the accompanying reports and statements from the executive officers of the company, exhibiting its business operations during the year, ending April 30th, 1859, and the condition of its affairs and property at that date.

From these it will be seen, that the income of the company during that period amounts to \$157,541  $\frac{1}{10}$ , so far as it has been possible to ascertain it, there being still some unsettled claims against other companies for through tickets sold by them, for which returns have not yet been rendered.

During the same period the ordinary current expenses of the company amounted to \$75,056  $\frac{1}{10}$ , or about 47 $\frac{2}{3}$  per cent. of the income. In addition to this income from the current ordinary business of the company during the year, there has been received from—

Cash on hand April 30th, 1858,	-	-	\$7,788 15
Deposits and loans,	-	-	750 00
From coupon bonds, sold to defray the cost of reconstruction and permanent additions to the real estate, buildings and other property of the company,	-	-	9,660 00
Which, added to the ordinary income of			157,542 16
<hr/>			
Made the aggregate receipts from all sources during the year,	-	-	175,750 31
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Applicable to the following disbursements, viz :

Ordinary current expenses, - - -	75,056 71
Additions to property of company in new passenger, mail, baggage, freight and coal cars and buildings, - - -	4,075 21
Reconstruction of road, - - -	1,439 24
In reducing bills payable, - -	1,206 73
In reducing certificates of debt for dividends,	1,110 24
Bills receivable for money lent, - -	18,220 66
Interest on funded debt, - -	13,735 89
Dividends, - - - - -	48,805 00
Leaving a balance unexpended (cash,)	12,090 43
	<hr/>
	\$175,740 31

To the amount of income above mentioned is to be added, when ascertained, the amount due from several other railroad companies for through tickets over this road sold by them, for which no returns have yet been received. The necessity for more time between the close of the fiscal year of this company and the annual meeting of its stockholders, in order that these and all other accounts may be fully closed and reported upon at that meeting, presents one among many other good reasons for appointing an earlier day than the 30th of April for the close of the fiscal year.

The amount of income for the past year, though exceeding that of the preceding year, has been, it is believed, considerably reduced below what it would have otherwise been, by causes which are in their nature accidental and occasional, and the recurrence of which cannot be reasonably expected.

Twice during the year have serious disasters befallen the Clover Hill coal mines, interrupting and limiting the supply of coal from them ; while the unusually mild weather of the past winter has greatly diminished the demand for and consumption of it. There have consequently been during the past year 128,930 bushels, or 4,030 tons less coal trans-

ported than there were during the preceding year, when the revenue from that source exceeded that from the same source this year by \$2,587  $\frac{8}{100}$ . The controversy, which had arisen between this company and several others on the main Atlantic route for Northern and Southern through travel, and which was brought to the notice of the stockholders of this company at its last annual meeting, resulted in a discontinuance and suspension during the greater portion of the year of through ticket arrangements with the companies North of Washington and South of Weldon. To this cause mainly, if not solely, is attributable a diminution of 4,911 in the number of through passengers passing over this road during the last year, as compared with the number passing over it the preceding year. Nevertheless, the *revenue* derived from this diminished number *exceeded* by \$3,537  $\frac{7}{100}$  at least, (omitting unascertained balances still due from other companies,) the revenue derived from the same source during the preceding year, when those through tickets, at the reduced rates, against which this company remonstrated, were in use. Thus was the course of this company, in insisting on rates that were more remunerative, fully vindicated by the experience of the past year ; for, although the opportunity was not lost, but fully improved by the ocean steamers and every competing route, to avail themselves of the advantages presented to them by a disturbance of the facilities of through tickets on the Main Atlantic Inland Route, and every effort on those competing routes was made by increased facilities and greatly reduced rates, to divert and retain the travel from ours to theirs ; yet the result to this company from this disturbance and disruption of the through ticket system, was a temporary decrease of only about  $\frac{1}{8}$ th of its through travel, with an *increase* of nearly 11 per cent. in its *revenue* from the through travel, which would not be diverted from it, arising from the more remunerating rates of fare received for what remained. That this principle and practice of excited, reckless and unlimited competition be-

tween rival routes by greatly reduced rates of fare, provoking mutual retaliation, has been in many cases carried to extremes very detrimental to the interests of the companies engaged in it, is fast becoming the conviction of other companies, as it has long been that of ours. It is gratifying to be able to announce, that those disturbances have within a few months past ceased to exist, and that there is now, and has been during that time, in operation a much more extended system of through tickets over this route from New York to New Orleans, Mobile, Charleston, Savannah and Havanna, and at more remunerative rates of fare than has ever been before in operation over this road, and that its effects have already been encouragingly experienced in a considerable and steady increase of both passengers and revenue. Thus, with the restoration of all our former through travel, and with the additions to it resulting from the large extensions of the through ticket system, by connections with other new roads—all yielding to this company rates of fare more remunerative than former rates—a considerable increase in its revenue from this source may be reasonably expected.

The attention and efforts of the Directory and executive officers of the company have been particularly directed to the promotion of a more extensive freight business with the roads South of Petersburg extending into and through the State of North Carolina. For this purpose judicious amendments of the tariffs of tolls of those companies and of ours have been made, and every practical arrangement effected for the forwarding of freights to their ultimate destination. From these a valuable addition to our freight business during the coming year is confidently hoped for.

The completion of the Norfolk and Petersburg Railroad has already restored to us at more remunerative rates much of the travel formerly brought to this road by the steamers to Port Walthall, without any additional expense to this company.

In the month of December last the post of Superinten-

dent was vacated by the worthy and experienced gentleman, then filling it, E. H. Gill, Esq. Although his resignation was accepted by the Board with great regret, they esteem themselves fortunate in securing in his place the worthy and accomplished gentleman, now occupying that office, Thos. H. Wynne, Esq., whose character, intelligence and experience peculiarly fit him for his present position.

To the fidelity, efficiency and industry, with which the other officers and agents of the company have discharged the duties of their several stations, it gives the Board pleasure to testify. The condition of the road, machinery and other property of the company, will be fully presented by the Superintendent and the committee of examination.

Respectfully submitted in behalf of the Board of Directors,

P. V. DANIEL, JR., *President.*





## A.

*Statement of the affairs of the Richmond and Petersburg Railroad*COST OF ROAD AND PROPERTY.

From Richmond to Petersburg, including interest, per statement A No. 1, . . . . .	922,822 39	
Branch road to Port Walthall, including purchase of land, wharves, coal tracks and cars, . . . . .	45,539 09	968,361 48
Reconstruction of road, . . . . .		219,587 50
Land purchase, . . . . .		18,954 33

DEBTS DUE TO THE COMPANY.

This Company's stock taken for debt, . . . . .	5,376 06	
Bills receivable, . . . . .	18,220 66	
Open accounts, . . . . .	6,173 38	29,770 10
Cash on hand, . . . . .		13,513 08

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1,250,186 49

*Company, from the commencement of the work to the 1st May, 1859.*

CAPITAL STOCK.

Subscribed by individuals, 3,000 shares,	300,000 00	
Converted loan stock at \$50, 3,010	" 150,500 00	
		450,500 00
Sub. by the State, old st'k, 2,000	" 200,000 00	
" " " new st'k, 1,856	" 185,600 00	
		385,600 00
		836,100 00
9,866 shares entitled to equal dividends.		

DEBTS DUE BY THE COMPANY.

Dividend bond to the State,	33,408 00	
Coupon bonds due July 1, 1875,	24,500 00	
Coupon bonds due June 1, 1875,	143,500 00	
Certificates of debts for dividends,	23,055 89	
Unclaimed interest on certificates of debt,	500 19	
Unclaimed dividends, . . .	1,622 50	
Bills payable, . . .	9,504 12	
Open accounts, . . .	4,309 13	
		240,399 83
Profit and loss, . . .		173,686 66
		1,250,186 49

J. B. MACMURDO, *Treasurer.*

RICHMOND, MAY 1, 1859.

## A No. 1.

*Heads of Expenditure for Construction of Road and Purchase of Property to 1st May, 1859.*

Preliminary surveys, . . . . .	\$2,896	87
Contingent expenses, . . . . .	2,675	69
Purchase of Manchester and Petersburg Turnpike stock, . . . . .	23,841	35
Engineering expenses, . . . . .	32,403	99
Real Property in Richmond, . . . . .	21,917	24
“ “ Pocahontas, . . . . .	3,200	00
“ “ Petersburg, . . . . .	1,928	35
“ “ Chester, . . . . .	900	00
Land damages, . . . . .	22,802	26
Graduation, . . . . .	168,373	32
Superstructure, . . . . .	111,510	09
Masonry, . . . . .	72,223	29
James River Bridge—Masonry, . . . . .	\$49,783	03
Superstructure, . . . . .	86,050	15
	<hr/>	135,833 18
Falling Creek Bridge, . . . . .	10,889	30
Swift Creek Bridge, . . . . .	10,027	79
Kingsland Creek Bridge, . . . . .	5,496	42
Depots and Work Shops, . . . . .	13,106	72
Richmond Depot, . . . . .	44,029	05
Manchester Depot, . . . . .	3,359	04
Water Station, . . . . .	1,181	54
Pocahontas Depot, . . . . .	8,011	79
Locomotive Engines and Cars, . . . . .	97,508	69
Omnibus, . . . . .	1,639	83
Officer's salaries, . . . . .	5,717	33
Repairs of Turnpike at the date of purchase, . . . . .	1,389	97
Interest on Loans, . . . . .	113,099	57
Premium on Sterling Bills, and commission in paying loan due in England, . . . . .	6,859	72
	<hr/>	119,959 29
		<hr/>
		\$922,822 39
		<hr/>

*Richmond, May 1st, 1859.*J. B. MACMURDO, *Treas'r.*

## B.

*Statement of Financial Affairs within the year ending  
April 30th, 1859.*

Cash on hand, April 30th, 1858,	.	.	.	.	\$7,788	15
Capital stock, received this sum,	.	.	.	.	1,500	00
Debts due by the Company, increased this sum,	.	.	.	.	9,543	66
Transportation, received this sum,	.	.	.	.	157,542	16
Disbursements:						
Cost of road and property, increased this sum,	.	.	.	.	\$52	35
Reconstruction of road, increased this sum,	.	.	.	.	1,439	24
Debts due to the Company, increased this sum,	.	.	.	.	19,696	29
Expenses of Transportation—						
Ordinary,	.	.	.	.	\$75,056	81
Extraordinary,	.	.	.	.	4,075	21
					<hr/>	79,132 02
Interest paid this sum,	.	.	.	.	13,735	99
Dividends paid this sum,	.	.	.	.	48,805	00
Cash on hand, April 30, 1859,	.	.	.	.	13,513	08
					<hr/>	
					\$176,373	97
					<hr/>	
					\$176,373	97
					<hr/>	

*Richmond, May 1st, 1859.*

J. B. MACMURDO, *Treas'r.*

## C.

## Statement of Income from Transportation, &amp;c., from May 1st, 1858, to May 1st, 1859.

DATE.	Local travel.	Through Travel.	Local Freight.	Extra baggage and Exp. freight.	Freight on Coal from Clover Hill.	Clover Hill Travel.	Clover Hill Freight.	Transportation of Mail.	Miscellaneous Receipts.	Total.
1858, May, - -	4,185 10	2,574 37	2,453 31	271 24	1,776 14	27 30	209 57	612 50	260 43	12,369 96
" June, - -	2,919 20	2,096 14	3,103 37	205 19	2,558 44	35 53	154 84	612 50	69 25	11,754 46
" July, - -	4,038 35	2,476 08	2,735 28	224 03	2,661 86	51 33	202 43	612 50	622 21	13,024 07
" August,	3,648 10	2,853 33	2,958 88	243 88	3,091 22	55 40	386 73	612 50	24 63	13,874 67
" September,	4,071 55	3,220 00	2,323 72	328 20	3,340 32	43 25	256 23	612 50	200 14	14,395 91
" October,	3,955 85	2,798 98	1,885 13	236 77	3,580 81	87 68	255 43	612 50	413 38	13,826 53
" November,	4,554 75	2,816 88	1,434 56	168 08	3,141 89	45 08	134 97	612 50	159 71	13,068 42
" December,	5,268 95	3,138 75	1,048 24	260 15	2,536 19	56 03	170 60	612 50	773 22	13,864 63
1859, January,	3,972 60	3,210 44	1,152 14	251 60	1,894 94	45 45	126 57	612 50	489 94	11,756 18
" February,	3,433 15	4,069 97	1,352 46	272 18	2,388 42	63 78	235 04	612 50	190 46	12,617 96
" March, - -	3,078 55	4,182 94	1,993 86	299 31	2,864 24	36 41	270 07	612 50	162 98	13,500 86
" April, - -	3,582 52	2,487 15	2,141 97	271 09	2,393 22	45 69	247 67	612 50	1,106 69	12,888 51
	\$46,708 67	\$35,935 03	\$24,582 92	\$3,031 72	\$32,227 69	\$592 93	\$2,650 10	\$7,350 00	\$4,473 04	\$157,542 16

RICHMOND, MAY 1, 1859.

J. B. MACMURDO, Treasurer.

## D.

*Statement of Transportation Expenses from 1st May, 1858, to  
1st May, 1859.*

ORDINARY.	
Repairs of road, . . . . .	\$7,305 59
Repairs of bridges, . . . . .	3,982 90
Repairs of locomotive engines and tenders,	6,309 59
Repairs of depots and water stations,	1,620 23
Train expenses, . . . . .	9,564 78
Lost and damaged goods, . . . . .	231 37
Depot expenses, . . . . .	8,985 69
Clover Hill transportation expenses .	9,984 15
Officers' salaries, . . . . .	5,750 04
Omnibus expenses, . . . . .	2,238 84
Insurance on buildings, (and other miscellaneous expenses. This includes a judgment against the Company for a negro man who died in its service, and also fees of counsel, amounting to about \$662.)	3,008 59
Postage, stationery and printing, . . .	422 26
Through travel expenses, . . . . .	1,261 30
Repairs of passenger, mail and baggage cars,	2,408 24
Repairs of freight cars and flats, . . .	1,951 22
Repairs of coal cars, . . . . .	2,801 85
Taxes, . . . . .	645 99
Repairs of turnpike, . . . . .	424 00
Repairs of shop, tools and machinery, .	230 09
Oil and tallow, . . . . .	1,152 65
Wood, . . . . .	4,452 47
Cattle killed by trains, . . . . .	324 97
	<hr/> 75,056 81
EXTRAORDINARY.	
New coal cars, . . . . .	1,834 21
New passenger mail and baggage cars,	2,008 97
New freight cars, . . . . .	149 00
New buildings, . . . . .	83 03
	<hr/> 4,075 21
	<hr/> <hr/> \$79,132 02

*Richmond, May 1st, 1859.*

J. B. MACMURDO, *Treas'r.*



# SUPERINTENDENT'S REPORT.

SUPERINTENDENT'S OFFICE,  
RICHMOND & PETERSBURG R. R. Co., }  
*Richmond, April 30th, 1859.*

PETER V. DANIEL, JR., Esq.,

*President :*

Dear Sir :—I herewith submit a report  
of the departments under my management :

## RECEIPTS, OR EARNINGS.

From transportation of passengers, . . .	\$83,226 63
“ extra baggage and express freight, . . .	3,031 72
“ United States mail, . . .	7,350 00
“ transportation of freight, . . .	59,460 77
“ miscellaneous sources, . . .	4,473 04
Total receipts or earnings, . . .	\$157,542 16

## EXPENSES OF WORKING THE ROAD.

For repairs of road, . . .	7,305 59
“ repairs of bridges and watching, . . .	3,982 90
“ repairs of depots and water stations, . . .	1,620 23
“ repairs of locomotive engines and tenders, . . .	6,309 59
“ repairs of passenger, mail and baggage cars, . . .	2,408 24
“ repairs of freight cars and flats, . . .	1,951 22
“ repairs of coal cars, . . .	2,801 85
“ repairs of shop tools and machinery, . . .	230 09
“ oil, grease and tallow, . . .	1,152 65
“ wood, . . .	4,452 47
“ train expenses, including the pay of conductors, baggage-masters, engineers, firemen and brakemen, . . .	9,564 78
“ depot expenses, including erection of freight depot at Chester, pay of depot agents, hands and watchmen, and stationery and printing for depots, . . .	8,985 69
Amounts carried forward, . . .	\$50,765 30
	\$157,542 16

Amounts brought forward, . . .	\$50,765 30	\$157,542 16
For postage, stationery and printing, . . .	422 26	
“ salaries of officers, . . . . .	5,750 04	
“ insurance on buildings, &c., . . . . .	3,008 59	
“ taxes, . . . . .	645 99	
“ cattle killed by trains, . . . . .	324 97	
“ lost and damaged goods and lost baggage, . . . . .	231 37	
“ omnibus expenses, . . . . .	2,238 84	
“ Richmond and Manchester turnpike road, . . . . .	424 00	
“ Clover Hill transportation expenses, . . . . .	9,984 15	
“ through travel expenses, . . . . .	1,261 30	
Total ordinary expenses, . . . . .		75,056 81
Balance, or nett receipts, . . . . .		\$82,485 35

Or 52½ per cent. receipts; the cost per mile run being within a small fraction of 94 cents.

The extraordinary expenses during the year amount to \$4,075 21, and are as follows:

For new coal cars, . . . . .	\$1,834 21
For passenger, mail and baggage cars, . . . . .	2,008 97
For new freight cars, . . . . .	149 00
For new buildings, . . . . .	83 03

Since the completion of the Norfolk and Petersburg railroad we have arranged a through ticket, and, for the short time it has been in operation, it promises to add considerably to the revenue of the next year.

#### TONNAGE.

The tonnage, exclusive of coal, express freight, and extra baggage, amounts to 14,293 tons, being a decrease of 613 tons, and the receipts from this tonnage are \$187 35 less than last year.

The coal transported amounts to 44,992 tons, which is 4,030 tons less than the previous year. The coal was delivered as follows:

At Richmond, . . . . .	17,283 tons.
At Port Walthall, . . . . .	19,364 “
At Petersburg, . . . . .	8,345 “

The receipts from the transportation of coal amounts to \$32,227 69, being at the rate of 71 62-100 cents per ton, or \$1 09 per mile run. The receipts from the transportation of all other freights, exclusive of express freight and extra baggage, amounts to \$27,233 08, being \$1 90 per ton, or \$3 28 per mile run.

The freight of all kinds, transported during the year, amounts to 60,178 tons, and the number of tons transported one mile 1,549,794.

## PASSENGERS.

The number of passengers transported was 77,244½; of these 33,762½ were through, and 42,895 were local and way passengers, of which 5,497 were carried on the accommodation, and 587 on the Clover Hill train. The receipts from passenger fare amount to \$83,226 63, or \$1 07 per passenger, and the total movement of passengers or number transported one mile is 1,623,019. The receipts for passenger fare exhibit an increase of \$2,705 05.

The receipts per mile, run per passenger, by the mail and express trains, are \$2 22, and by the accommodation train 93 cents, in addition to \$3 28 received for freight on the same trains.

## EXPRESS FREIGHT AND EXTRA BAGGAGE.

The receipts for express, freight and extra baggage amount to \$3,031 72, being \$111 58 less than the previous year. For full statements in detail, relative to the freight and travel, I refer you to the tables marked No. 1 to 12, inclusive.

## THE ROAD.

The road is in very good condition, considering the long-continued rains of the past winter, which washed the embankments and filled the ditches faster than the section master could repair them. Within the past two months much has been done to remedy these evils, and it will, doubtless soon be in excellent condition. About 2,300 new cross ties have been laid during the year. The repairs of the road have cost \$7,305 59, or \$292 22 per mile, and, including the repairs of bridges, \$451 53 per mile.

## BRIDGES.

The bridges are in good condition. The two over Swift and Falling Creeks need painting, and the floors also need a little repairing. The stone pier at the south end of the Falling Creek bridge begins to show some defects in the masonry at its base, and this will be speedily repaired. The bridge over James river is in the best possible condition. The labors of my predecessors in strengthening it have secured for this structure an immunity from all dangers, but that of fire, for many years to come; and, as necessary precaution is used to prevent this, it may be considered as permanent as any portion of the property of the Company. The cost of the repair of the bridges (including the payment of watchmen, which amounts to about \$800,) is \$3,982 90.

## BUILDINGS.

The buildings are all in good order. The only addition made to them during the year has been the erection of a freight depot, 16×32 feet, at

Chester. The cost of repairs of depots and water stations, including the depot at Chester, amounts to \$1,620 23.

#### LOCOMOTIVE ENGINES.

The locomotive engines are all in good running order; there are ten in number. The Sheppard, having been too much injured by use to be safe, was sold in April last.

The cost of repairs of the engines in use, during the year, amounts to \$6,309 59, or 63-100 cents per mile run. For the cost of repairs, and consumption of wood and oil by each, refer to table No. 10 and 11.

#### ROLLING STOCK, OR CARS.

The cars are all in good condition; there are 7 first-class and 5 second-class passenger cars, 4 baggage and mail cars, 20 box cars, 22 flats, 2 stock cars, 9 seventy-five bushel, 4 eighty bushel, 71 one hundred bushel, and 62 one hundred and twenty-five bushel coal cars—making 146 coal cars, 4 gravel cars, and 4 pole and 2 crank cars.

During the year 1 passenger car, 4 baggage and mail cars, 2 flats, and 20 one hundred and twenty-five bushel coal cars have been built in the Company's shop during the year. Many of the oldest passenger and freight cars begin to show evidences of decay, and it will be necessary to bestow considerable labor on them during this summer. The cost of repairs is \$7,161 31, and the new cars cost \$3,982 18.

#### OMNIBUSES.

There are three omnibusses, five baggage and mail wagons, four street wagons, two carts and fourteen horses—the joint property of this and the Richmond, Fredericksburg and Potomac Railroad Company. Our proportion of the omnibus expenses, during the year, is \$2,238 84 at Richmond.

#### MATERIALS ON HAND.

The value of the materials on hand, consisting of iron, steel, castings, lumber, wood, oil, waste, &c., is \$8,956, for an inventory of which I refer you to table No. 14.

#### ACCIDENTS RESULTING IN LOSS OF LIFE.

On the night of the 1st of March, T. Anderson, who resided in Chesterfield county, was killed by the mail train running over him while asleep upon the track. The accident occurred about one mile from Manchester, where the road is bounded on both sides by heavy forests, and the night being dark, it was impossible for the engineer to have seen him, and no one was aware of his fate until his remains were found next morning.

It is gratifying to me to state that all the officers, agents and employees

of this Company perform their duties faithfully, and exhibit such an interest in the success of its operations, as to insure their fidelity, thereby lessening the duties of the executive department, and reflecting the highest credit upon themselves.

For a list of the same, with the pay of each, I refer you to statement No. 13.

All of which is respectfully submitted,

T. H. WYNNE, *Sup't.*



# NO. 1.—RICHMOND AND PETERSBURG RAILROAD.

Monthly Statement of the Tonnage, the number of Passengers Transported, and of the Receipts for Freight, Passenger Fare, Express Freight, and Extra Baggage, and for the Transportation of the United States Mail, for the year ending April 30, 1859.

MONTH.	Coal from Clover Hill.	Freight to and from Clover Hill.	Freight from Richmond to Petersburg and vice versa.	Express Freight.	Total Tonnage.	Amount.	Through Passengers.	Through Passengers.	Local and Way Passengers.	Local and Way Passengers.	Clover Hill Passengers.	Total Number of Passengers.	Passenger Fare.	United States Mail.	Express Freight and Extra Baggage.	Miscellaneous Receipts.	Total Receipts.
	Tons.	Tons.	Tons.	Tons.	Tons.	\$ cts.	South.	North.	South.	North.			\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1858, May, June, July, Aug., Sept., Oct., Nov., Dec.	2,572 1/2 3,829 3/4 3,905 1/2 4,269 4,600 4,831 1/2 4,229 3,366	111 1/4 77 98 3/4 201 1/4 134 1/4 155 3/4 81 3/4 81 3/4	1,351 1,687 3/4 1,499 1,557 1/2 1,111 1/2 879 3/4 702 3/4 476 3/4	40 30 3/4 33 3/4 35 3/4 34 3/4 34 3/4 24 3/4 38 3/4	4,074 3/4 5,631 1/4 5,536 1/4 6,063 1/4 5,890 3/4 5,900 3/4 5,016 3,962 3/4	4,439 02 5,815 66 5,599 57 6,436 83 5,920 27 5,721 37 4,711 42 3,755 03	1,175 1/2 77 1/2 785 867 1,698 1/2 1,715 1,989 1,899	1,354 1/2 1,186 1/2 1,174 1/2 1,301 1/2 1,156 1/2 1,047 1/2 743 1,132 1/2	1,850 1,198 1,829 1,862 1,987 2,075 2,441 2,272	1,817 1,285 1,749 1,861 1,888 1,940 2,406 2,374	34 35 61 56 43 69 43 56	6,231 4,476 5,598 1/2 6,049 1/2 6,773 6,846 1/2 7,416 71 7,593 1/2	6,786 77 5,050 87 6,565 76 6,556 83 7,334 80 6,842 51 7,416 71 8,467 73	612 50 612 50 612 50 612 50 612 50 612 50 612 50 612 50	571 24 205 19 924 03 243 88 328 20 236 77 164 08 260 15	260 43 69 25 632 21 24 63 200 14 413 35 159 71 773 22	12,369 96 11,746 46 13,021 07 13,874 67 14,395 91 13,896 53 13,068 42 13,864 63
1859, Jan., Feb., Mar., April.	2,531 1/2 3,337 4,088 3,434	49 3/4 1,685 9,889 1,210	504 3/4 604 1/4 650 3/4 1,171	40 3/4 44 3/4 40 3/4 40 3/4	3,133 3/4 4,130 3/4 5,427 1/2 4,975 1/2	3,173 65 3,975 92 5,128 17 4,782 87	1,912 1,994 2,353 1,370 1/2	1,376 1/2 2,029 1/2 1,637 1/2 1,045 1/2	1,742 1,359 1,277 1,574	1,798 1,445 1,292 1,574	59 31 47 587	6,873 1/2 6,866 1/2 6,590 1/2 5,617	7,928 49 7,566 90 7,297 90 6,115 36	612 50 612 50 612 50 612 50	251 60 572 18 299 31 271 09	489 94 190 46 162 98 1,106 69	13,864 63 11,756 18 12,617 86 13,500 96
Total.	44,992	1,318 1/2	112,975	416 3/4	59,731 3/4	\$9,460 77	18,497 1/2	15,265	21,466	21,429	587	77,944 1/2	\$83,226 63	\$7,350 00	\$3,031 72	\$4,473 04	\$157,542 16

Annual Statement, similar to the above, for the years ending April 30, 1853, 1854, 1855, 1856, 1857 and 1858.																	
1855, 1857, 1856, 1855, 1854, 1853,	49,032 44,876 36,857 45,480 53,478 52,100	1,402 1/2 1,685 9,889 1,210 1,096 813	12,582 14,461 9,889 10,764 11,722 15,201	417 338 298 298 298 298	63,424 1/4 61,700 58,671 59,760 74,989 78,144	\$62,225 97 \$63,326 82 \$61,412 00 \$65,000 00 \$67,000 00 \$67,000 00	20,054 22,938 20,653 15,646 13,891 13,891	18,619 18,271 18,314 13,284 15,652 15,652	21,525 20,872 20,357 20,720 20,720 20,720	21,514 21,336 1/2 21,160 21,098 21,098 21,679	57 86 442 418 487 487	83,355 99,990 1/2 98,996 1/2 98,996 1/2 98,996 1/2 98,996 1/2	\$60,521 58 \$64,321 80 \$67,759 51 \$67,536 16 \$67,330 00 \$67,330 00	\$63,383 00 \$63,383 00 \$63,383 00 \$63,383 00 \$63,383 00 \$63,383 00	\$7,331 25 \$7,331 25 \$7,331 25 \$7,331 25 \$7,331 25 \$7,331 25	\$3,698 38 \$3,698 38 \$3,698 38 \$3,698 38 \$3,698 38 \$3,698 38	

Annual Statement, similar to the above, for the years ending April 30, 1853, 1854, 1855, 1856, 1857 and 1858.

1858, 49,022	1,402 1/2	12,582	417	63,424 1/4	\$62,225 97	20,054	18,619	21,525	21,514	57	83,355	\$60,521 58	\$7,378 80	\$3,143 30	\$3,638 38	\$156,908 02
1857, 44,836	1,685	14,461	338	61,700	\$63,336 82	22,738	21,271	20,872	21,536 1/2	806	99,896 1/2	\$64,221 80	\$7,759 51	\$2,095 84		\$157,408 97
1856, 38,857	1,392	9,891	298	58,671	\$61,412 00	20,053	18,514	20,357	21,160	442	78,920	\$61,235 41	\$7,536 16	\$2,465 69		\$151,901 63
1855, 45,430	1,210	10,754		59,780	\$65,000 00	15,446	13,254	20,730	21,098	418	78,037	\$69,867 50	\$7,350 00	\$1,854 68		\$145,701 89
1854, 63,478	1,096	11,722		74,989	\$67,000 00	13,891	15,652	23,727	21,679	487	80,760	\$63,383 00	\$7,331 25	\$762 33		\$139,457 70
1853, 52,100	813	15,201		78,144							70,495	\$63,383 00	\$7,331 25	\$762 33		\$126,017 38



## No. 2.—RICHMOND AND PETERSBURG RAILROAD.

*Statement of Local Passengers between Richmond and Petersburg for the year ending April 30, 1859.*

## NORTHWARDLY.

MONTH.	Way Pas- sengers set down.		Way Pas- sengers taken up.		Petersburg to Richmond.		Total.		Grand Total.
	Whites.	Blacks.	Whites.	Blacks.	Whites.	Blacks.	Whites.	Blacks.	
1858, May,	27	22	107	46	1,249	366	1,383	434	1,817
June,	26	7	89	34	935	194	1,050	235	1,285
July,	37	27	98	45	1,264	278	1,399	350	1,749
August,	47	21	403	47	1,058	305	1,508	373	1,881
Sept'r,	36	26	102	50	1,434	240	1,572	316	1,888
Oct'r,	23	15	85	27	1,610	180	1,718	222	1,940
Nov'r,	34	16	61	34	2,108	153	2,203	203	2,406
Dec'r,	67	72	105	91	1,672	367	1,844	530	2,374
1859, Jan'y,	33	31	141	79	1,194	320	1,368	430	1,798
Feb'y,	32	17	68	18	1,109	181	1,209	216	1,425
March,	36	11	89	25	946	185	1,071	221	1,292
April,	35	55	93	23	1,136	232	1,264	310	1,574
Total,	433	320	1,441	519	15,715	3,001	17,589	3,840	21,429

## SOUTHWARDLY.

MONTH.	Way Pas- sengers set down.		Way Pas- sengers taken up.		Richmond to Petersburg.		Total.		Grand Total.
	Whites.	Blacks.	Whites.	Blacks.	Whites.	Blacks.	Whites.	Blacks.	
1858, May,	99	49	103	24	1,245	330	1,477	403	1,850
June,	80	29	68	26	826	169	974	224	1,198
July,	95	56	92	24	1,314	248	1,501	328	1,829
August,	383	41	106	55	1,034	243	1,523	339	1,862
Sept'r,	68	29	70	30	1,531	259	1,669	318	1,987
October,	63	27	67	19	1,704	195	1,834	241	2,075
Nov'r,	31	25	126	34	2,110	115	2,267	174	2,441
Dec'r,	70	101	98	73	1,632	298	1,800	472	2,272
1859, January,	69	43	126	49	1,208	247	1,403	339	1,742
Feb'y,	54	21	85	20	1,048	131	1,187	172	1,359
March,	48	21	91	19	940	158	1,079	198	1,277
April,	43	39	76	28	1,148	240	1,267	307	1,574
Total.	1,103	481	1,108	401	15,740	2,633	17,951	3,515	21,466

*Summary.*—Northwardly, 21,429; Southwardly, 21,466. Total, 42,895.

M. W. YARRINGTON, *Auditor and Supt's Clerk.*



## No. 3.

## RICHMOND AND PETERSBURG RAILROAD.

*Statement of Tonnage between Richmond and Petersburg for the year ending April 30th, 1859.*

SOUTHWARDLY.

Month.	Tobacco, bhd.	Sugar, bhd.	Whiskey, barrels.	Nails & Spikes in kegs.	Iron, lbs.	Machinery and Castings, lbs.	Lumber, feet.	Miscellaneous Freight, lbs.	Way Freight, lbs.	Tons.	Amount.
1858.—May, . . . . .	56	5	67	301	18,363	31,573	9,427	83,153	56,606	183	\$452 88
June, . . . . .	104	5	108	595	19,378	50,003	2,712	92,855	87,801	264	578 90
July, . . . . .	42	14	111	300	11,205	31,515	726	81,959	91,604	186½	396 19
August, . . . . .	15	16	187	161	9,412	14,822	105	106,277	172,891	214½	419 86
September, . . . . .	24	10	174	66	13,237	9,747		157,846	85,357	194½	419 92
October, . . . . .	9	1	201	71	23,399	46,635	3,412	187,264	132,355	249½	584 05
November, . . . . .	5		67	23	13,386	22,106	2,526	153,710	95,382	164½	416 16
December, . . . . .	1		89	11	11,252	8,450	2,000	92,175	21,664	97	270 39
1859.—January, . . . . .	15	11	47	241	31,783	41,267	2,026	65,416	20,427	121½	300 87
February, . . . . .	34	3	36	10	32,424	30,482		116,249	86,221	167½	395 34
March, . . . . .	78		49		45,601	17,179		126,173	66,504	196	402 66
April, . . . . .	135		139	315	11,208	23,326	4,546	135,218	24,444	249	490 56
Total, . . . . .	518	65	1,275	2,094	240,648	327,105	27,480	1,398,295	941,316	2,288	\$5,127 78

*Statement of Tonnage between Petersburg and Richmond for the year ending April 30th, 1859.*  
NORTHWARDLY.

Month.	Tobacco, hhd.	Empty Liquor barrels.	Empty Flour barrels.	Cotton, bales.	Wheat, bushels.	Leather, lbs.	Domestic Bales.	Iron, lbs.	Miscellaneous Freight, lbs.	Way Freight.			Tons.	Amount.
1858.—May,	1,175	10	36	652	257		41	6,929	127,348				41,397	\$2,000 43
June,	1,643			666					137,794				25,000	2,524 47
July,	1,531	120	572	266		255		2,100	154,282	5			20,763	2,339 09
August,	1,534		3,870	217	588	1,066		17,326	128,646	25	46,625		20,000	2,539 02
September,	840	13	4,984	399		210	20	18,390	125,792	5	83,332		66,800	1,903 80
October,	313		2,975	696	49		49	6,180	102,644		58,311		99,146	1,301 08
November,	178		3,542	588	136		21		204,076	3	28,434		100,205	1,008 90
December,	150		3,013	410			26	15,840	87,264	15	17,791		56,385	777 85
1859.—January,	218		2,373	178			30	63,173	217,135	5	986		30,000	851 27
February,	356		883	242			39	4,145	180,457	15	100		11,000	957 12
March,	604		625	695			122	22,389	92,906	25	300		16,200	1,591 20
April.	977			209			61	6,775	114,393	80	31,863		44,500	1,651 41
Total,	9,519	143	22,873	5,218	1,030	1,531	409	163,247	1,672,737	178	267,742		531,396	\$19,445 64

Tons transported Southwardly,	Amount,	\$5,127 78
“ Northwardly,	“	19,445 64
Express Freight and Extra Baggage,	“	3,031 72
Total,		\$27,605 14

M. W. YARRINGTON, Auditor & Sup't's Clerk.

## NO. 4.—RICHMOND AND PETERSBURG RAILROAD.

*Statement of through Passengers for the year ending April 30, 1859.*

## SOUTHWARDLY.

MONTH.	From New York.	From Philadelphia.	From Baltimore.	From Washington.	From Richmond to Weldon and Gaston.		Total.
					Whites.	Blacks.	
1858, May,	194½	124	67	213	232	345	1,175½
June,		84	72	282½	244	89	771½
July,		74½	86	206½	306	112	785
August,	47	97	85	195	274	159	857
Sept'r,	38	234½	190	518	490	228	1,698½
October,	16	306½	158	402½	392	440	1,715
Nov'r,	3	192½	149	406	604	606	1,960½
December,		133	123	334	529	780	1,899
1859, January,		174½	85	300½	426	926	1,912
February,	296	177	133½	274½	449	664	1,994
March,	677	278½	136	253½	426	582	2,353
April,	220	120	141	142½	356	397	1,376½
Total,	1,491½	1,996	1,425½	3,528½	4,728	5,328	18,497½

## NORTHWARDLY.

MONTH.	From Wilmington.	From Weldon and Raleigh.	From Weldon and Gaston to Richmond.		From Petersburg.	Total.
			Whites.	Blacks.		
1858, May, . . .	75	615½	328	169	167	1,354½
June, . . .		569	324	149	144½	1,186½
July, . . .		554½	332	112	176	1,174½
August, . . .	139½	542½	296	147	266½	1,391½
September, . .	206	446½	219	115	170	1,156½
October, . . .	147½	361	231	142	166	1,047½
November, . .	98	173	168	173	131	743
December,	170½	311	249	242	150	1,122½
1859, January, .	204½	516	265	256	134½	1,376
February, . .	719	741	223	186	160½	2,029½
March, . . .	528	534	245	144	186½	1,637½
April, . . .	427	242	1,261	97	118½	1,045½
Total,	2,715	5,606	3,041	1,932	1,971	15,265

Total number of through passengers, each direction, 33,762½.

M. W. YARRINGTON, *Auditor and Supl's Clerk.*

No. 5.

## RICHMOND AND PETERSBURG RAILROAD.

*Statement of the number of Passengers Transported on the Road during the  
year ending April 30, 1859.*

SOUTHWARDLY.		
Through passengers, . . . . .	18,497½	
Local passengers, . . . . .	21,466	
		39,963½
NORTHWARDLY.		
Through passengers, . . . . .	15,265	
Local passengers, . . . . .	21,429	
		36,694
Passengers between Richmond and Petersburg and Clover Hill, . . . . .		587
Total number of passengers, . . . . .		77,244½
Equal to 1,623,019 passengers transported one mile:		

M. W. YARRINGTON, *Auditor*  
*And Superintendent's Clerk.*



## No. 6.

## RICHMOND AND PETERSBURG RAILROAD.

*Statement of Coal Transported from Clover Hill during the year ending  
April 30, 1859.*

MONTH.	To Richmond. Bushels.	To Petersburg. Bushels.	To Port Walthall. Bushels.	Aggregate Number of Bushels.	Tons.	Amount.
1858, May,	19,835	12,225	50,260	82,320	2,572½	1,776 14
June,	19,175	4,785	98,570	122,530	3,829	2,558 44
July,	21,190	22,565	1,220	124,975	3,905½	2,661 86
August,	55,650	32,310	48,650	136,610	4,269	3,091 22
September,	57,745	43,080	46,370	147,195	4,600	3,340 32
October,	78,025	39,635	36,920	154,580	4,830½	3,580 81
November,	73,135	27,805	34,395	135,335	4,229	3,141 89
December,	64,370	24,095	19,240	107,705	3,366	2,536 19
1859, January,	47,765	14,405	18,835	81,005	2,531½	1,894 94
February,	41,115	18,900	46,765	106,780	3,337	2,388 42
March,	42,200	14,855	73,750	130,805	4,088	2,864 24
April,	32,860	12,370	64,670	109,900	3,434	2,393 22
Total,	553,065	267,030	619,645	1,439,740	44,992	\$32,227 69

## SUMMARY.

Transported to Richmond,	553,065 bushels—	17,283 tons.
“ to Petersburg,	267,030 “	8,345 “
“ to Port Walthall,	619,645 “	19,364 “
Total, . . . .	<u>1,439,740</u> “	<u>44,992</u> “

M. W. YARRINGTON, *Auditor and Supt's Clerk.*

## No. 7.

## RICHMOND AND PETERSBURG RAILROAD.

*Monthly Statement of Freight Transported from Clover Hill to Richmond during the year ending April 30, 1859.*

MONTH.	Tobacco, hds.	Tobacco, lbs.	Wheat, bushels.	Wheat, lbs.	Miscellaneous Freight, lbs.	Total, lbs.
1858, May, . . .	41	61,200			28,890	90,090
June, . . .	47	71,100			1,395	72,495
July, . . .	49	73,800	242	14,500	6 850	95,150
August, . . .	42	63,600	2,795	167,130	25,250	255,980
September, . . .	2	3,000	1,792	109,490	1,450	113,940
October, . . .			50	3,000	956	3,956
November, . . .	6	9,000	320	19,200	1,655	29,855
December, . . .			672	40,320	2,010	42,330
1859, January, . . .			260	15,600	65	15,665
February, . . .	6	9,000	472	28,320	1,720	39,040
March, . . .	19	24,000			2,515	26,515
April, . . .					200	200
Total, . . .	212	314,700	6,603	397,560	72,956	785,216

Total number of tons, 392 $\frac{3}{4}$ .

M. W. YARRINGTON, *Auditor and Supt's Clerk.*

## No. 8.

## RICHMOND AND PETERSBURG RAILROAD.

*Statement of Tonnage transported to and from Clover Hill, during the year ending April 30th, 1859.*

FROM CLOVER HILL TO RICHMOND.						Tons.	Tons.
Tobacco, 212 hogsheads,	.	.	.	.	.	157 $\frac{1}{2}$	
Wheat, 6,603 bushels,	.	.	.	.	.	198 $\frac{3}{4}$	
Miscellaneous Freight,	.	.	.	.	.	36 $\frac{1}{2}$	
Total,	.	.	.	.	.		392 $\frac{3}{4}$
FROM RICHMOND TO CLOVER HILL.							
Miscellaneous Freight, consisting of Groceries, Corn, Dry Goods, Castings, Furniture, Guano, &c.,	.	.	.	.	.	758 $\frac{3}{4}$	
Total,	.	.	.	.	.		758 $\frac{3}{4}$
FROM CLOVER HILL TO PETERSBURG.							
Wheat, 766 bushels,	.	.	.	.	.	23 $\frac{1}{4}$	
Total,	.	.	.	.	.		23 $\frac{1}{4}$
FROM PETERSBURG TO CLOVER HILL.							
Miscellaneous Freight, consisting of Groceries, Guano, &c.,	.	.	.	.	.	80 $\frac{3}{4}$	
Total,	.	.	.	.	.		80 $\frac{3}{4}$
FROM PORT WALTHALL TO CLOVER HILL.							
Hay, Powder, Oil, Corn, &c.,	.	.	.	.	.	63	
Total,	.	.	.	.	.		63
Total Tonnage, exclusive of Coal,	.	.	.	.	.		1,318 $\frac{1}{2}$

M. W. YARRINGTON, Auditor & Supt's Clerk.

## No. 9.

## RICHMOND AND PETERSBURG RAILROAD.

*Monthly Statement of the amounts collected on the Passenger trains, for the transportation of Extra Baggage and Express Freight, during the year ending April 30th, 1859.*

Month.	Extra Baggage.	Express Freight, Adams & Co.	Total.
1858.—May, . . .	\$46 25	\$224 99	\$271 24
June, . . .	33 00	172 19	205 19
July, . . .	23 75	200 28	224 03
August, . . .	40 50	203 38	243 88
September, . . .	57 50	270 70	328 20
October, . . .	40 00	196 77	236 77
November, . . .	36 50	131 58	168 08
December, . . .	35 25	224 90	260 15
1859.—January, . . .	25 50	226 10	251 60
February, . . .	34 75	237 43	272 18
March, . . .	38 75	260 56	299 31
April, . . .	28 35	242 74	271 09
Total, . . .	<u>\$440 10</u>	<u>\$2,591 62</u>	<u>\$3,031 72</u>

M. W. YARRINGTON, Auditor & Sup'ts Clerk.

## RICHMOND AND PETERSBURG RAILROAD.

*Statement of the names and dimensions of Locomotive Engines upon the Richmond and Petersburg Railroad, and the number of miles run by each, and the cost of repairs, and of running, during the year ending April 30th, 1859.*

NAME OF ENGINE.	BUILDER.	When placed on the road.	Number of Drivers.	Diameter of Drivers in feet.	Diameter of Cylinder in inches.	Length of Stroke in inches.	Miles run with Passenger Train.	Miles run with Freight and Passenger Trains.	Miles run with Coal Trains.	Miles run with Gravel and Material Trains.	Total No. of miles run.	Cost of repairs.	Cost of repairs to 100 miles run.	Cords of wood used.	No. Cords Wood used to 100 miles run.	Gallons of Oil used.	No Gallons Oil used to 100 miles run.	Cost of Repairs, and of Wood and Oil used to each 100 miles run.	REMARKS.
Phenix.	Bolton & Hicks,	1838	4	4½	10	16	-	-	-	4,401	4,401	220 98	160 ¼	160 ¼	30	30		Yard Engine in good order	
J. H. Cox,	M. W. Baldwin,	1846	6	3¾	12	1	-	-	3,778	390	4,168	175 14	178	178	49½	49½		Coal	
Black Diamond,	Do.	1847	6	3¾	12	1	-	-	8,692	-	8,692	1,149 32	423	423	78¼	78¼		"	
Pocahontas,	Do.	1848	4	4½	12	18	-	-	11,125	-	11,125	533 61	461	461	13¾	13¾		"	
Chesterfield,	Do.	1852	4	4½	11½	20	22	70	-	5,834	5,834	375 33	247	247	34¼	34¼		"	
Hearico,	Burr & Ettenger,	1852	4	4½	11	18	4,730	1,012	113	7,241	7,726	469 93	265	265	48¼	48¼		Pass & Ft. Engine	
Clover Hill,	J. R. Anderson,	1853	4	5	12½	20	880	242	88	-	6,400	387 25	325	325	47	47		Material Train	
M. W. Baldwin,	M. W. Baldwin,	1854	4	5	12½	20	11,225	2,538	264	40	11,067	629 82	517 ¾	517 ¾	88¼	88¼		Pass & Ft. Engine	
Mazepa,	R. & P. R. Co.	1854	4	4½	12	18	8,580	2,003	264	-	10,850	974 50	331	331	58¼	58¼		Passenger Train	
T. Dodamead,	U. Wells,	1857	4	5½	13½	24	4,217	1,478	220	73	6,658	196 67	249	249	34¾	34¾		"	
							29,950	7,370	971	29,525	12,145	79,921	\$5,112	55* 6	3,157	4†	599	1†	\$12 75

\* This embraces the cost of about \$3,313 00 worth of materials purchased and on hand for repairs of engines, which would actually reduce the cost of engine repairs to \$2,800 55.

† Cost of Wood \$1 50 per cord.

‡ Cost of Oil \$1 10 per gallon.

M. W. YARRINGTON, Auditor and Superintendent's Clerk.

## No. 11.

## RICHMOND AND PETERSBURG RAILROAD.

*Statement of miles run by Trains of all kinds during the year ending April 30th, 1859.*

MONTH.	Passenger Trains.	Passenger and Freight Trains.	Freight Trains.	Coal Trains.	Material Trains.	Gravel Trains.	Wood Trains.	TOTAL.
1858—May,	2,575	682		1,498	424	215	432	5,826
June,	2,565	582	242	2,522	268	255	283	6,717
July,	2,553	506	154	2,505	310	450	298	6,776
August,	2,516	594	242	2,781	300	446	150	7,029
September,	2,574	572	44	2,950	477	400	240	7,257
October,	2,552	660	88	3,089	496	260	195	7,280
November,	2,423	704	157	2,982	409	15	446	7,136
December,	2,587	771		2,414	360	15	590	6,737
1859—January,	2,605	572		1,804	440	190	330	5,941
February,	2,288	626		2,157	359	305	353	6,088
March,	2,288	510		2,585	395	285	580	6,643
April,	2,424	551	44	2,238	415	334	485	6,491
Total,	29,950	7,330	971	29,525	4,653	3,110	4,382	79,921

## SUMMARY.

Miles run with	Passenger Trains,	.	.	.	.	.	.	29,950
" " "	Passenger and Freight Trains,	.	.	.	.	.	.	7,330
" " "	Freight Trains,	.	.	.	.	.	.	971
" " "	Coal Trains,	.	.	.	.	.	.	29,525
" " "	Material Trains,	.	.	.	.	.	.	4,653
" " "	Gravel Trains,	.	.	.	.	.	.	3,110
" " "	Wood Trains,	.	.	.	.	.	.	4,382
								79,921

M. W. YARRINGTON, Auditor and Supt's Clerk.



## No. 12.

*Business of the Richmond and Petersburg Railroad during the year ending  
April 30th, 1859.*

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 TONNAGE.

Coal transported in tons, - - -	44,992
Tobacco transported in hogsheads, - -	10,249
Cotton transported in bales, - - -	5,218
Express freight and extra baggage, in tons, -	446½
Total amount of freight of all kinds, in tons, -	59,731¾
Number of tons transported one mile, - -	1,549,794
Miles run by freight engines,* - - -	8,301
Miles run by coal engines, - - -	29,525
Receipts per mile run by freight trains, in cents, -	328
Receipts per mile run by coal trains, in cents, -	109

## PASSENGER TRAVEL.

Whole number of through passengers, - -	33,762½
Whole number of local and Clover Hill passengers,	43,482
Total number of passengers transported, - -	77,244½
Passengers transported one mile, - - -	1,623,019
Miles run by passenger engines, - - -	29,950
Receipts per mile run by passenger trains, in cents,†	223

## RECEIPTS OF ROAD.

From freight on coal, - -	\$32,227 69
From miscellaneous freight, -	27,233 08
From express frt. and extra baggage, 3,031 72	
Total from freight, - -	\$62,492 49
From passenger travel, - -	\$83,226 63
From transportation U. S. Mail, -	7,350 00
Total from passenger and U. S. Mail, ————	\$90,576 63

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\* This includes 7,330 miles run by passenger and freight trains connected.

† This includes the mileage of freight and passenger trains when combined. The receipts per mile run from passengers by mail and express passenger trains, are \$2 22, and by accommodation train, 93 cents.

## No. 13.

*List of Officers, Agents and Employees upon the Richmond and Petersburg Railroad, and the pay of each, April 30th, 1859.*

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Peter V. Daniel, Jr., President,	.	per annum,	\$2,000 00
Richard Barton Haxall,	} Directors.		
Charles Ellis,			
Charles S. Mills, M. D.,			
Francis E. Rives,			
Roscoe B. Heath,			
James B. Macmurdo, Treasurer,	.	per annum,	1,750 00
Thomas H. Wynne, Superintendent,	.	"	2,000 00
John N. Parker, General Freight and Ticket Agent,	.	"	1,000 00
W. H. Stith, Freight Clerk,	.	"	600 00
M. W. Yarrington, Auditor and Superintendent's Clerk,	.	"	1,000 00
Richard Furt, Freight and Ticket Agent at Petersburg,	.	"	800 00
B. W. Davis, Freight Clerk,	.	"	300 00
Asa R. Smith, Agent Clover Hill,	.	"	720 00
R. E. Morris, Assistant,	.	"	400 00
F. W. Myer, Agent Chester and Engineer of Stationary Engine,	.	"	480 00
T. W. McCrary, Conductor,	.	per month,	55 00
W. R. Daniel,	.	"	55 00
R. E. Mitchell, Baggage Master,	.	"	40 00
W. L. Yager,	.	"	40 00
W. R. Gibson, Omnibus Manager,	.	"	50 00
H. T. Metcalf, Yard Master,	.	"	65 00
George W. Curtis, Engine Runner,	.	"	70 00
Joseph Mann,	.	"	70 00
Nathaniel Walker,	.	"	70 00
W. D. Jester,	.	"	70 00
William Jewett,	.	"	70 00
Joseph Mittendof, Car Inspector,	.	per day,	1 75
Henry Kohle, Assistant,	.	"	1 15

Depot and Bridge Watchmen, average of \$1 12 per day.		
John Mackin, Section Master,	per month,	45 00
B. Cummings, " "	" "	45 00
11 Free Firemen and Train hands,	average price per day,	1 00
Samuel Peters, Master Machinist,	per month,	83 33
2 Machinists, average price per day,	" "	1 71
2 Apprentices, " " "	" "	72
John Whitlock, Master Blacksmith,	per month,	65 00
1 Blacksmith,	per day,	1 90
J. W. Bury, Master Carpenter and Road		
Master,	per month,	70 00
3 Carpenters, average price per day,	" "	1 78
A. M. Barrett, Painter,	per day,	1 66 $\frac{2}{3}$

## SLAVES.

At Richmond Depot and Office,	12
" " Omnibus and wagon drivers,	4
" " in shops, (five of them mechanics,)	10
" Petersburg Depot,	6
" Clover Hill and other stations,	6
As Firemen and Train hands,	3
As section men on repairs of road,	11
On Material and Gravel Train,	6
	<hr/> 58

## No. 14.

*Statement of Materials on hand, April 30, 1859.*

Coal Car Wheels and Axles fitted up, . . . .	\$675 00
“ “ “ “ not fitted up, . . . .	430 00
Engine and Car Wheels, . . . . .	400 00
Axles for Cars and Engines, . . . . .	160 00
Cast Iron Castings, . . . . .	800 00
Brass Castings, . . . . .	470 00
New Tyre, . . . . .	312 00
Copper Flues, . . . . .	250 00
Iron Wire, . . . . .	40 00
Sheet Iron, . . . . .	50 00
Extra new work fitted up, . . . . .	150 00
Iron and Steel, . . . . .	500 00
Smoke Stacks and Lamps, . . . . .	150 00
Sheet Lead, . . . . .	25 00
Packing, &c., . . . . .	100 00
1200 Cross-ties, . . . . .	480 00
Railroad Iron, . . . . .	975 00
68,000 feet Florida Pine, at \$40 per M, . . . .	2,720 00
7,000 feet Common Pine, at \$17 per M, . . . .	119 00
6,000 feet White Oak, at \$25 per M, . . . .	150 00
	<u>\$8,956 00</u>



PROCEEDINGS  
OF THE  
STOCKHOLDERS  
IN THE  
*Richmond & Petersburg R. R. Co.,*  
AT THEIR GENERAL MEETING,  
AND  
REPORTS  
MADE BY THE PRESIDENT, DIRECTORS AND SUPERINTENDENT,  
TO THE  
STOCKHOLDERS,  
TWENTY-FIFTH MEETING, MAY 29, 1860.

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RICHMOND:  
WM. H. CLEMMITT, PRINTER, CORNER MAIN AND 12TH STS.  
1860.





TWENTY-FIFTH

ANNUAL MEETING OF THE STOCKHOLDERS,

HELD ON TUESDAY, MAY 29, 1860.

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At a meeting of the Stockholders of the Richmond and Petersburg Railroad Company, held at the office of the company in Richmond, on Tuesday, the 29th day of May, 1860,

James H. Cox, Esq., was appointed Chairman, and James B. Macmurdo, Secretary.

The Chairman appointed Wm. F. Watson, Esq., Dr. Levin S. Joynes, and Col. Saml. T. Bayly, a committee to examine proxies.

The committee reported that they had examined the proxies and found them to agree with the list laid before them by the Treasurer, which report was received and approved.

There being present, in person and by proxy, private Stockholders entitled to 1,262 votes, and the proxies of the Board of Public Works, Messrs. Wm. F. Watson, D'Arcy Paul, and Col. H. C. Cabell, entitled to 841 votes, being equal to two-thirds of the votes of the private Stockholders, in all 2,103 votes, (the whole number of votes that could be given by all of the Stockholders being 3,505,) the meeting proceeded to business.

Whereupon the annual report of the Board of Directors, with its accompanying documents, were laid before the

meeting, and after being read and examined, on motion, were received and approved.

The following report of the committee of examination was laid before the meeting, and, on motion, was received and approved:

The committee appointed at the last meeting of the Stockholders of this company to examine the road, &c., beg leave to make the following report: We have examined the road from Richmond to Petersburg, also the Port Walthall branch, the workshops and machinery belonging to the company. We find the road, shops, &c., all in excellent condition. We would, however, recommend to the company to build a stone pier about the centre of the bridge over Falling Creek. The bridge is now supported at that point by tressel work, which your committee think should be replaced by a more permanent and substantial work. On this subject your committee were unanimous. The bridge across James river has been thoroughly examined by a portion of the committee, and it will be satisfactory to the Stockholders to know that it is in excellent condition. The workshops, depots, machinery, &c., all appear to be in good order and well arranged. A portion of the committee have examined the books of the company, in a general way, and report them accurately and neatly kept.

Respectfully submitted,

SAML. T. BAYLY.

On motion of Col. H. C. Cabell,

*Resolved*, That the Board of Directors be requested to inquire into the expediency of making close railroad connections with the Richmond, Fredericksburg and Potomac Railroad Company, and the Petersburg Railroad Company, the probable cost of the same, and report to a future meeting of the Stockholders.

On motion of Moncure Robinson, Esq.,

*Resolved further*, That the Board of Directors be authorized to unite with the Richmond, Fredericksburg and Potomac Railroad Company, and any street railroad Company, for effecting said connection in Richmond, provided, it can be made by 7th, 8th or 9th streets.

Messrs. Wirt Robinson, B. W. Haxall, Levin S. Joynes, Wm. W. Harvie, and Saml. T. Bayly, were appointed the committee of examination.

The meeting then proceeded to the election of officers.

Whereupon, Peter V. Daniel, Jr., was unanimously elected President of the company, and Messrs. Rich'd B. Haxall, Chas. Ellis, and Doctor Chas. S. Mills, were unan-

imously elected Directors on behalf of the Stockholders. Messrs. Francis E. Rives and Roscoe B. Heath were announced to have been appointed Directors on behalf of the State.

*Resolved*, That the President take such measures in regard to publishing the report of the President and Directors, with the accompanying documents, and proceedings of this meeting, as he may deem expedient.

On motion, the meeting then adjourned.

JAMES H. COX, *Chairman*.

J. B. MACMURDO, *Secretary*.

## ANNUAL REPORT.

---

The Board of Directors respectfully submit to the Stockholders the accompanying documents, exhibiting the business operations of the company for the eleven months, ending March 31st, 1860, and the condition of its affairs and property at that date. The date up to which those documents should be prepared and reported having been, by the last annual meeting of the Stockholders, changed from the 30th of April to the 31st of March, limits the period which they comprise this year to eleven instead of twelve months.

The income received from transportation during that period is shown to amount to \$151,905  $\frac{0}{100}$ , or \$7,251  $\frac{41}{100}$  more than it was during the same period of the previous year.

During the same period the ordinary current expenses of the company amounted to \$67,024  $\frac{16}{100}$ , or \$2,777  $\frac{92}{100}$  less than the proportion of the previous years' ordinary expenses, chargeable to the same eleven months of that year, and only 44  $\frac{1}{8}$  per cent. of the income of this year.

The application of this income is fully exhibited in Statements (B and D) of the Treasurer's Accounts, shewing that besides defraying these ordinary annual expenses of its business, and others not chargeable exclusively to this year's business, consisting of considerable additions to the real estate, and other property of the company, and of the cost of putting the turnpike in complete repair, after paying

the interest on its funded debt, and two semi-annual dividends, the company has discharged \$22,153  $\frac{82}{100}$  of the principal of its funded debt due last July, leaving of that debt then due only \$902  $\frac{07}{100}$  unpaid, because not called for, and leaving a balance of cash on hand of \$10,038  $\frac{49}{100}$ , on the 31st March, 1860.

The encouragement which these facts afford to confidence in the prosperity of the company, derives further confirmation from the consideration that the increase in its income results from no unusual or transient causes, nor is confined to any particular part of its business but consists of a gradual though steady increase in every department of its business.

In accordance with the resolution of the last annual meeting of the Stockholders, the Board of Directors proceeded to have the Manchester and Petersburg turnpike put in complete repair, and last November resumed the collection of tolls over it. A contract was also entered into with Mr. S. C. Forbes, by which tolls will be hereafter collected upon it and the road kept in repair without any serious expense to this company. In further pursuance of the same resolution, an act of the State Legislature was procured at a late period of its recent session, authorising the county court of Chesterfield to subscribe for and purchase the stock held by this company in the turnpike company upon such terms as may be agreed upon between the said county court and the company, but no action under this law has yet been taken by the said county court.

In conclusion, the Board takes pleasure in commending the continued zeal, fidelity and efficiency of the several officers and agents of the company under their supervision.

The report of the Superintendent and of the examining committee fully and correctly show the condition of the roadway, buildings, machinery, and other property of the Company. Respectfully submitted in behalf of the Board of Directors.

P. V. DANIEL, JR., *President*.



## A.

*Statement of the affairs of the Richmond and Petersburg Railroad*

## COST OF ROAD AND PROPERTY.

From Richmond to Petersburg, including interest, per statement A No. 1. - - - - -	\$922,822 39	
Branch road to Port Walthall, including purchase of land, wharves, coal tracks and cars, -	45,539 09	
		<hr/>
		968,361 48
Reconstruction of road, - - - - -		219,852 50
Land purchase, - - - - -		21,063 04

## DEBTS DUE TO THE COMPANY.

This company's stock taken for debt, - - - - -	5,376 06	
Open Accounts, - - - - -	16,968 47	
		<hr/>
		22,344 53
Cash on hand, - - - - -		10,038 49

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**\$1,241 660 04**

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*Company, from the commencement of the work to the 1st day of April, 1860.*

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CAPITAL STOCK.

Subscribed by individuals,	3,000 shares,	300,000 00	
Converted loan stock at \$50,	3,010 shares,	150,500 00	
			450,500 00
Subscribed by the state, old stock,	2,000 shares,	200,000 00	
	new stock, 1,856 shares,	185,600 00	
			385,600 00
			836,100 00
9,866 shares entitled to equal dividends.			

DEBTS DUE BY THE COMPANY.

Dividend bond to the State, - - - -	33,408 00
Coupon bonds due July 1, 1875, - - - -	24,500 00
Coupon bonds due June 1, 1875, - - - -	143,500 00
Certificates of debt for dividends, - - - -	902 07
Unclaimed interest on certificates of debt, - - - -	163 77
Unclaimed dividends, - - - -	1,260 00
Bills payable, - - - -	5,957 35
Open accounts, - - - -	7,975 15
	217,666 34
Profit and loss, - - - -	187,893 70
	\$1,241,660 04

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J. B. MACMURDO, *Treasurer.*

RICHMOND, APRIL 1st, 1860.

## A No. 1.

*Heads of Expenditure for Construction of Road and Purchase of Property to 1st April, 1860.*

Preliminary surveys, . . . . .	\$2,896	87
Contingent expenses, . . . . .	2,675	69
Purchase of Manchester and Petersburg Turnpike stock, . . . . .	23,841	35
Engineering expenses, . . . . .	32,403	99
Real Property in Richmond, . . . . .	21,917	24
“ “ Pocahontas, . . . . .	3,200	00
“ “ Petersburg, . . . . .	1,928	35
“ “ Chester, . . . . .	900	00
Land damages, . . . . .	22,802	26
Graduation, . . . . .	168,373	32
Superstructure, . . . . .	111,510	09
Masonry, . . . . .	72,223	29
James River Bridge—Masonry, . . . . .	\$49,783	03
Superstructure, . . . . .	86,050	15
	<hr/>	135,833 18
Falling Creek Bridge, . . . . .	10,889	30
Swift Creek Bridge, . . . . .	10,027	79
Kingsland Creek Bridge, . . . . .	5,496	42
Depots and Work Shops, . . . . .	13,106	72
Richmond Depot, . . . . .	44,029	05
Manchester Depot, . . . . .	3,359	04
Water Station, . . . . .	1,181	54
Pocahontas Depot, . . . . .	8,011	79
Locomotive Engines and Cars, . . . . .	97,508	69
Omnibus, . . . . .	1,639	83
Officer's salaries, . . . . .	5,717	33
Repairs of Turnpike at the date of purchase, . . . . .	1,389	97
Interest on loans, . . . . .	113,099	57
Premium on Stirling Bills, and Commission on paying loan due in England, . . . . .	6,859	72
	<hr/>	119,959 29
		<hr/>
		\$922,822 39

*Richmond, April 1st, 1860.*

J. B. MACMURDO, *Treas'r.*

## B.

*Statement of Financial Affairs within the Eleven months ending  
March 31, 1860.*

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Cash on hand, April 30th 1859,	.	.	.	13,513	08
Debts due to the Company, decreased,	.	.	.	7,425	57
Transportation—received this sum,	.	.	.	151,905	06
Disbursements :					
Reconstruction of Road—increased this					
sum,	.	.	.	265	00
Land Purchase—increased this sum,				2,108	71
Debts due by the Company—decreased					
this sum,	.	.	.	22,733	49
Expenses—Ordinary,				67,024	16
“ Extraordinary,				7,991	69
				75,015	85
Interest—paid this sum,	.	.	.	13,802	17
Dividends—paid this sum,	.	.	.	48,880	00
Cash in hand March 31st, 1860,				10,038	49
				<u>\$172,843</u>	<u>71</u>
				<u>\$172,843</u>	<u>71</u>

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*Richmond, April 1st, 1860.*

J. B. MACMURDO, *Treas'r.*

C.

*Statement of Income from Transportation, &c., from May 1st, 1859 to April 1st, 1860.*

DATE.	Local travel.	Through Travel.	Local Freight.	Extra Baggage.	Express Freight.	Freight on Coal from Clover Hill.	Clover Hill Travel.	Clover Hill Freight.	Transportation of Mail.	Miscellaneous Receipts.	Total.
1859, May, - -	3,412 45	2,900 30	3,146 67	43 75	215 89	2,585 98	50 81	349 49	612 50	158 96	13,566 80
" June, - -	3,634 80	2,319 67	3,239 91	42 75	246 17	2,595 57	60 14	189 98	612 50	190 84	13,152 33
" July, - -	3,718 35	3,090 08	2,739 61	32 75	170 29	3,120 19	54 83	167 84	612 50	539 04	14,305 48
" August,	3,685 45	3,856 69	3,154 79	42 60	185 87	3,210 63	96 59	292 54	612 50	201 75	15,339 41
" September,	3,908 25	4,763 19	1,513 21	49 25	235 56	2,929 26	76 89	226 84	612 50	613 69	14,928 64
" October,	4,548 70	3,613 43	1,848 82	44 60	245 29	3,099 21	81 20	340 63	612 50	408 68	14,843 06
" November,	3,931 75	2,946 28	1,237 22	52 25	226 33	3,346 60	100 98	337 40	612 50	1,126 78	13,938 09
" December,	3,775 60	3,180 06	1,089 21	46 25	326 13	2,527 36	40 46	214 10	612 50	158 50	11,970 17
" January,	4,347 15	3,609 30	1,764 81	56 00	275 70	1,930 86	58 49	84 84	612 50	667 65	13,407 30
1860, February,	3,665 25	3,825 31	1,524 64	36 50	239 40	2,612 19	51 27	265 34	612 50	429 02	13,261 42
" March,	3,014 90	3,704 27	1,730 75	53 00	471 80	3,042 79	47 63	184 25	612 50	270 47	13,192 36
	\$41,642 65	\$37,898 58	\$27,089 64	\$499 70	\$2,838 43	\$31,000 64	\$719 29	\$2,653 25	\$6,737 50	\$4,825 38	\$151,905 06

J. B. MACMURDO, *Treasurer.*

RICHMOND, APRIL 1, 1860.

## D.

*Statement of Transportation Expenses from May 1st, 1859, to April  
1st, 1860.*

ORDINARY.	
Repairs of Road, . . . . .	7,483 16
Repairs of Bridges, . . . . .	1,429 19
Repairs of Depots and Water Stations, . .	2,567 07
Repairs of Locomotive Engines and Tenders,	4,266 23
Repairs of Passenger Mail and Baggage Cars, . . . . .	3,304 73
Repairs of Freight Cars and Flats, . .	1,876 44
Repairs of Coal Cars, . . . . .	1,461 85
Repairs of Shop, Tools and Machinery, .	284 60
Oil and Tallow, . . . . .	1,971 31
Cotton waste, . . . . .	238 03
Wood, . . . . .	4,499 53
Train expenses, . . . . .	8,203 27
Depot expenses, . . . . .	8,987 00
Postage, Stationery and Printing, . . .	1,441 72
Officer's Salaries, . . . . .	5,270 87
Insurance and other miscellaneous expenses,	2,290 11
Taxes, . . . . .	702 33
Cattle killed by Trains, . . . . .	47 00
Lost and damaged Goods, . . . . .	364 14
Through travel expenses, . . . . .	1,542 40
Omnibus expenses, . . . . .	1,995 61
Clover Hill Transportation expenses . .	6,797 57
	<hr/> 67,024 16
EXTRAORDINARY.	
Repairs of Bridges, . . . . .	1,567 47
Repairs of Depots and Water Stations, . .	457 28
Omnibus expenses, . . . . .	287 00
Manchester and Petersburg Turnpike, (re- pairs to) . . . . .	5,259 59
New Coal Cars, . . . . .	181 80
New Freight Cars, . . . . .	132 87
New Machinery for Shops, . . . . .	105 68
	<hr/> 7,991 69
	<hr/> <hr/> \$75,015 85

*Richmond, April, 1st 1860.*

J. B. MACMURDO, *Treas'r.*



## E.

*Comparative Statement of the business of the Richmond and Petersburg Railroad Company, the year ending the 30th April, 1859, with the eleven months, ending 31st March, 1860.*

	1859	1860	IN 1860.	
			Deer'se of Dr. & Incr. of Cr.	Incre'se of Dr. and Decr. of Cr
Cash,	13,513 08	10,038 49	3,474 59	
Debts due to the Company,	11,549 44	22,344 53		10,795 09
Bills receivable,	18,220 66		18,220 66	
Cost of road and property,	922,822 39	922,822 39		
Cost of Br. road and property,	45,539 09	45,539 09		
Reconstruction of road,	219,587 50	219,852 50		265 00
Land purchase,	18,954 33	21,063 04		2,108 71
	1,250,186 49	1,241,660 04		
Capital stock,	836,100 00	836,100 00		
Dividends due to the state,	33,408 00	33,408 00		
Certificates of debt for dividends,	23,055 89	902 07		22,153 82
Open acc'ts due by the company,	6,431 82	9,398 92	2,967 10	
Coupon bonds due July 1, 1875,	24,500 00	24,500 00		
Coupon bonds due June 1, 1875,	143,500 00	143,500 00		
Bills payable,	9,504 12	5,957 35		3,546 77
Profit and loss,	173,686 66	187,893 70	14,207 04	
	1,250,186 49	1,241,660 04	38,869 39	38,869 39

J. B. MACMURDO, *Treasurer.*

RICHMOND, April 1st, 1860.

# SUPERINTENDENT'S REPORT.

SUPERINTENDENT'S OFFICE,  
RICHMOND & PETERSBURG R. R. Co., }  
*Richmond, March 31st, 1860.*

PETER V. DANIEL, JR., ESQ.,  
*President:*

Sir:—I herewith submit a report of the departments under my management during the past eleven months:

## RECEIPTS, OR EARNINGS.

From transportation of passengers,	-	-	-	\$80,260	52
From extra baggage and express freight,	-	-	-	3,338	13
From United States mail,	-	-	-	6,737	50
From transportation of freight,	-	-	-	56,743	53
From miscellaneous sources,	-	-	-	4,825	38
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Total receipts on earnings,	-	-	-	\$151,905	06

## EXPENSES OF WORKING THE ROAD.

For repairs of road,	-	-	-	7,483	16
For repairs of bridges and watching,	-	-	-	1,429	19
For repairs of Depot and water stations,	-	-	-	2,567	07
For repairs of locomotive engines and tenders,	-	-	-	4,266	23
For repairs of passenger, mail and baggage cars,	-	-	-	3,304	73
For repairs of freight cars and flats,	-	-	-	1,876	44
For repairs of coal cars	-	-	-	1,461	85
For repairs of shop tools and machinery,	-	-	-	284	60
For oil and tallow,	-	-	-	1,971	31
For cotton waste,	-	-	-	238	03
For wood,	-	-	-	4,499	53
For train expenses, including the pay of conductors, baggage masters, engineers, firemen, and brakemen,	-	-	-	8,203	27
For Depot expenses, including the pay of depot agents, hands and watchmen,	-	-	-	8,987	00
<hr/>					
Amounts carried forward,	-	-	-	\$46,572	41
					\$151,905 06

Amounts brought forward, - - - -	\$46 572 41	\$151,905 06
For postage, stationery and printing, - - -	1,441 72	
For officers' salaries, - - - - -	5,270 87	
For Insurance on buildings and other miscellaneous expenses, - - - - -	2,290 11	
For taxes, - - - - -	702 33	
For cattle killed by trains, - - - - -	47 00	
For lost and damaged goods, - - - - -	364 14	
For Omnibus expenses, - - - - -	1,995 61	
For Clover Hill transportation expenses, - - -	6,797 57	
For through travel expenses, - - - - -	1,542 40	
<hr/>		
Total ordinary expenses - - - - -		\$67,024 16
<hr/>		
Balance on net income, - - - - -		\$84,880 90

The cost of working the road being about 44½ per cent. of the whole receipts, and the cost per mile run, amounting to about 83 cts.

The extraordinary expenses during the year, amount to \$7,991 69 divided as follows :

Masonry at Falling Creek bridge, covering Swift Creek bridge, and painting both bridges, - - - - -	1,567 47
Building Engine house at Chester, - - - - -	457 28
Purchase of new horses and mail wagons, - - - - -	287 00
Purchase of new freight cars, - - - - -	132 87
Purchase of new machinery for shops, - - - - -	105 68
Purchase of new coal cars, - - - - -	181 80
Manchester and Petersburg Turnpike, - - - - -	5,259 59

The amount charged to the Manchester and Petersburg Turnpike was expended under the supervision of Mr. S. C. Forbes, and the work has been done in a highly satisfactory manner. The gates which had been temporarily thrown open were closed in November last, and only a few of the many who travel along the turnpike manifest any objection to paying the tolls charged.

An arrangement has been made with Mr. Forbes which will secure the keeping of the road in good order, and the company from the necessity of expending but little money on it for several years to come.

#### TONNAGE.

The tonnage, exclusive of coal, express freight and extra baggage, amounts to 13,829½ tons, and the receipts from this tonnage are \$25,742 89, being \$1 97 per ton, or \$2 48 per mile run.

The coal transported amounts to 42,857 tons, delivered as follows :

At Richmond, - - -	18,455 tons,
“ Port Walthall, - - -	16,648 tons,
“ Petersburg, - - -	7,754 tons.

The receipts from the transportation of coal amounts to \$31,000 64, being at the rate of 72 33-100 cents per ton, or a fraction over \$1 09 per mile run. The freight of all kinds transported during the eleven months amounts to 57,269 $\frac{3}{4}$  tons, and the number of tons transported one mile 700,437.

#### PASSENGERS.

The number of passengers transported was 77,590, of which 33,982 were through and 42,869 were local and way passengers, and of these 4,044 were carried on the Accommodation and 739 on the Clover Hill train. The receipts from passenger fare amounts to \$80,260 52, or \$1 03 per passenger, and the total movement of passengers, or number transported one mile is 1,626,096.

The receipts per mile run, from passengers by the mail and express trains are \$2,62, and by the accomodation train 67 cents. For the purpose of accomodating the members of the legislature and other persons residing in and near Petersburg, having business at the seat of government, on the first day of December last, the accommodation was made a daily train, and it has been continued until the present time. The result, however, has not proven to be profitable in proportion to the increased expense. During the prior year, ending April 30th, 1859, the number of passengers carried by the accommodation train, amounted to 5,497, while during the past eleven months, they are only 4,044 and the receipts per mile run by the same train, was during the first named period 93 cents, while this year it amounts to only 67 cents, and the receipts from freight per mile carried have fallen off from \$3,28 to \$2,48.

#### EXPRESS FREIGHT AND EXTRA BAGGAGE.

The receipts from express freight and extra baggage, amounts to \$3,338 13 being \$306 41 more than was received from the same sources during the preceding twelve months.

For full statements in detail, showing the operation for each month separately in all departments, I refer you to the carefully prepared tables from No. 1 to No. 12 inclusive.

#### THE ROAD.

The road is in a good condition. During the year 3,056 new cross ties have been laid, and owing to the fact, that a very large number of them were put down in one season when the track was relaid in 1854-5, a great many are now ed-caying, and must be replaced during this year. The repairs of the road have cost \$7,483 16 or \$299,32 per mile, and including the repairs of bridges \$356 49 per mile.

#### BRIDGES.

The bridges are in excellent order. The two over Swift and Falling Creeks have been well painted by the hands in the employment of the company, using the best white lead and oil, and the stone work at the pier at the south end of Falling Creek bridge has been so thoroughly strengthened and supported by good

masonry as to insure its permanency. Through the liberality of W. B. Gates, Esq., the owner of the property at this point, I was enabled to repair all the stone work of this bridge in a very satisfactory manner and with little cost. The bridge at Swift Creek has been covered with felt roofing. Advantage was taken of the opportunity afforded by the low water in James river, last fall, to remove the rubbish which accumulated around the pillars of this bridge, and to point up all portions of the stone work which required it.

As a security against the settling of the embankment at the south end of this bridge, I would recommend the building of a wall uniting together those which were built at the erection of the bridge. On the 12th of March last a whirlwind passed in an oblique direction across this bridge and striking it with great violence tore up a portion of the covering half the width of the bridge and about seventy-five feet long. The sills and track which were fastened to the floor were carried with it into the river, and the passage of trains was prevented for forty-eight hours, the passengers and baggage being received and delivered at the Manchester crossing. The cost of the ordinary repairs of all the bridges, with the payment of watchmen and insurance, amounts to \$2,316 19. The extra stone work, painting and covering roof during the year to \$1,547 01.

#### BUILDINGS.

All the buildings are in good order. During the past year, a house for sheltering the engines and tenders has been built at Chester. It measures 125 by 18 feet. The cost of repairs of depots and water stations amounts to \$1,486 47.

#### LOCOMOTIVE ENGINES AND TENDERS.

There are ten of these all in good order at present. The cost of repairs during the year amounts to \$4,266 23, or 5 25-100 cents per mile run. The amount charged to each for repairs and also their consumption of wood, oil, &c., will be found in tables No. 10 and 11. The detection of the Master Machinist, Saml. Peters, in embezzling the property of the company last summer (for which he was arrested and by forfeiting his bail escaped a trial) caused his discharge, and Mr. John Clark, who has been in the employment of the company for many years, was appointed in his place.

#### ROLLING STOCK OR CARS.

These are in good condition. There are 7 first class and 5 second class passenger cars, 3 baggage and mail cars, 22 box cars, 22 flats, 2 stock cars, 7 seventy five bushel, 2 eighty bushel, 69 one hundred bushel, and 68 one hundred and twenty-five bushel, making 146 coal cars. There are also 4 gravel, 4 pole and 3 crank cars.

Only two box cars have been built and added to the number on hand, but many of the old cars (some of which had been in use from ten to fifteen years,) have been entirely renewed in all the wood work, and the same will have to be done with many others still in use. The cost of repairs is \$6,643 12, and the two new cars, without the wheels and axles, cost \$314 67. The want of shelter

for the rolling stock of the company exposes it to all the changes in the weather, and the losses from this cause have cost more than would have been required to erect shelters.

#### OMNIBUS.

There are 3 omnibusses, 7 baggage and mail wagons, 4 street wagons, 2 carts and 14 horses, the joint property of this and the Richmond, Fredericksburg and Potomac Railroad Company. Our proportion of the expenses amounts to \$2,282 61.

#### MATERIALS ON HAND.

The value of materials on hand, consisting of iron, steel, lumber, oil, &c., is \$7, 327. See table No. 14 for inventory.

#### ACCIDENTS.

On the 7th June last some evil disposed person displaced the switch at Manchester turnout, by which the early morning train going south was thrown off the track and the engine "Mazeppa," the tender, baggage and servant's cars were badly broken.

On the 20th of December, through the carelessness of a party having the use of a switch key at Half Way Station, a similar accident occurred at this place, and the engine, "Baldwin," the tender and baggage car were slightly injured.

A truck axle of the engine "Black Diamond" was also broken on the Clover Hill Railroad, on the 20th of March, by which considerable damage was done to the engine, but it is gratifying to add that by none of these casualties or in any of the operations of the company, has occurred the slightest injury to any persons.

Several attempts have been made to injure the property of the company by placing obstructions on the track, but fortunately the vigilance of our employees have, in every instance prevented their success. As it has been the policy of the company to afford all accommodations to every individual who lives on or near the road, and to make it so far as possible, a convenience for the people of the country through which its trains pass, in the absence of any complaint, it is difficult to surmise the cause which prompted these acts. But as nothing of the kind has occurred since December last, it is to be hoped that they have ceased.

In conclusion, I have to state with pleasure that every officer, agent and employee of the company performs his duties with such fidelity and promptness as to render great assistance in every department of the operations of the Company.

For a list of the same and pay of each, see table No. 13.

Respectfully submitted,

THOS. H. WYNNE, *Supt.*



# NO. 1.—RICHMOND AND PETERSBURG RAILROAD.

Monthly Statement of the Tonnage, the number of Passengers Transported, and of the Receipts for Freight, Passenger Fare, Express Freight, and Extra Baggage, and for the Transportation of the United States Mail, for the Eleven Months, ending March 31st, 1860.

MONTH.	Coal from Clover Hill.		Freight to and from Clover Hill.		Freight from Richmond to Petersburg, and vice versa.		Express Freight and Extra Baggage.		Total Tonnage.		Amount.		Through Passengers.		Local and Way Passengers.		Local and Way Passengers.		Total Number of Passengers.		Passenger Fare.		United States Mail.		Express Freight and Extra Baggage.		Miscellaneous Receipts.		Total Receipts.	
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.		
1859, May,	3,764	180	1,790	38	5,772	6,082	14	941	1,224	1,553	1,697	48	5,463	6,453	612	259	158	13,566	80	13,566	80	13,566	80	612	259	158	13,566	80	13,566	
June,	3,707	93	1,833	42	5,675	6,045	46	734	1,188	1,718	1,798	65	5,503	6,014	612	288	190	13,152	33	13,152	33	13,152	33	612	288	190	13,152	33	13,152	
July,	4,293	87	1,351	37	5,968	6,027	64	860	1,444	2,249	2,246	54	6,853	6,863	612	203	509	14,305	48	14,305	48	14,305	48	612	203	509	14,305	48	14,305	
Aug.	4,329	145	1,817	41	6,533	6,657	96	1,631	1,772	1,716	2,077	108	7,304	7,638	612	228	201	15,339	41	15,339	41	15,339	41	612	228	201	15,339	41	15,339	
Sept.	4,061	122	808	52	5,014	4,669	31	2,964	1,359	2,065	1,984	92	8,464	8,748	612	284	81	14,928	64	14,928	64	14,928	64	612	284	81	14,928	64	14,928	
Oct.	4,186	184	872	48	5,292	5,288	66	2,190	1,007	2,200	2,271	72	7,740	8,243	612	289	89	14,843	66	14,843	66	14,843	66	612	289	89	14,843	66	14,843	
Nov.	4,368	177	659	47	5,452	4,941	52	1,742	1,175	2,059	2,114	96	7,786	6,979	612	301	126	13,938	09	13,938	09	13,938	09	612	301	126	13,938	09	13,938	
Dec.	3,444	106	523	69	4,144	3,830	67	1,704	1,126	2,044	1,971	43	6,888	6,996	612	372	38	11,970	17	11,970	17	11,970	17	612	372	38	11,970	17	11,970	
1860, Jan.	2,480	37	873	55	3,447	3,780	51	1,792	1,334	1,984	2,327	55	7,432	8,014	612	331	70	13,407	30	13,407	30	13,407	30	612	331	70	13,407	30	13,407	
Feb.	3,498	131	802	51	4,483	4,492	17	1,773	1,820	1,876	1,881	52	7,402	7,541	612	275	90	13,261	42	13,261	42	13,261	42	612	275	90	13,261	42	13,261	
Mar.	4,925	86	946	99	5,457	5,017	79	1,970	1,689	1,497	1,542	54	6,752	6,766	612	524	47	13,192	36	13,192	36	13,192	36	612	524	47	13,192	36	13,192	
Total,	42,857	1,351	12,477	583	57,269	\$56,743	53	18,214	15,738	20,961	21,908	739	77,500	\$80,960	\$6,737	\$3,398	\$4,825	\$131,905	06	\$131,905	06	\$131,905	06	\$6,737	\$3,398	\$4,825	\$131,905	06	\$131,905	

Annual Statement, similar to the above, for the years ending April 30, 1854, 1855, 1856, 1857, 1858 and 1859.

1859,	44,992	1,318	12,975	446	59,731	\$59,460	77	18,497	15,265	21,466	21,429	387	77,214	\$80,236	\$7,370	\$3,031	\$4,473	\$157,542
1858,	49,022	1,402	12,362	417	63,424	62,225	97	20,504	18,619	21,525	21,514	737	89,335	80,321	7,378	3,143	3,638	156,908
1857,	44,656	1,685	14,461	338	61,700	63,326	82	22,838	21,271	20,872	21,535	896	99,896	81,221	7,759	51	2,095	157,408
1856,	36,857	1,392	9,899	298	58,671	61,412	00	20,023	18,514	20,357	21,160	412	88,921	81,255	7,536	16	2,465	151,947
1855,	45,430	1,210	10,784		59,780	65,000	00	15,646	13,294	20,720	21,098	418	78,037	69,807	7,350	00	1,854	145,701
1854,	53,478	1,096	11,722		74,969	67,000	00	13,891	15,632	23,727	21,679	487	80,760	63,463	7,331	25	762	139,437

M. W. VARRINGTON, Auditor and Sup'ts Clerk.

## NO. 2.—RICHMOND AND PETERSBURG RAILROAD.

*Statement of Local Passengers between Richmond and Petersburg, for the eleven months, ending March 31st, 1860.*

## NORTHWARDLY.

MONTH.	Way Pas- sengers set down.		Way Pas- sengers taken up.		Petersburg to Richmond.		Total.		Grand Total.
	Whites.	Blacks.	Whites.	Blacks.	Whites.	Blacks.	Whites.	Blacks.	
1859, May,	39	6	60	39	1,372	181	1,471	226	1,697
June,	110	26	97	52	1,198	315	1,405	393	1,798
July,	476	10	72	42	1,409	237	1,957	289	2,246
August,	127	19	85	32	1,443	371	1,655	422	2,077
September,	254	16	87	37	1,366	224	1,707	277	1,984
October,	104	16	65	35	1,787	264	1,956	315	2,271
November,	152	16	40	24	1,665	217	1,857	257	2,114
December,	136	81	54	59	1,288	353	1,478	493	1,971
1860, January,	105	16	70	87	1,657	392	1,832	495	2,327
February,	164	10	56	19	1,400	232	1,620	261	1,881
March,	135	5	39	30	1,157	176	1,331	211	1,542
Total,	1,802	221	725	456	15,742	2,962	18,269	3,639	21,908

## SOUTHWARDLY.

MONTH.	Way Pas- sengers set down.		Way Pas- sengers taken up.		Richmond to Petersburg.		Total. *		Grand Total.
	Whites.	Blacks.	Whites.	Blacks.	Whites.	Blacks.	Whites.	Blacks.	
1859, May,	33	15	89	16	1,262	138	1,384	169	1,553
June,	130	30	76	38	1,161	283	1,367	351	1,718
July,	486	29	116	27	1,386	205	1,988	261	2,249
August,	163	33	67	26	1,208	219	1,438	278	1,716
September,	291	16	99	35	1,357	267	1,747	318	2,065
October,	119	20	86	25	1,720	230	1,925	275	2,200
November,	148	20	91	18	1,626	156	1,865	194	2,059
December,	137	91	67	70	1,362	317	1,566	478	2,044
1860, January,	146	52	70	33	1,393	290	1,609	375	1,984
February,	189	17	78	30	1,302	260	1,569	307	1,876
March,	142	22	63	19	1,119	132	1,324	173	1,497
Total,	1,984	345	902	337	14,896	2,497	17,782	3,179	20,961

*Summary.*—Northwardly, 21,908, Southwardly, 20,961. Total, 42,869.

M. W. YARRINGTON, *Auditor and Supl's Clerk.*

## No. 3.

## RICHMOND AND PETERSBURG RAILROAD.

*Statement of Tonnage between Richmond and Petersburg, for the eleven months ending March 31st, 1860.*

## SOUTHWARDLY.

Month,	Tobacco, bls.	Sugar, bls.	Whiskey barrels.	Nails & Spikes in kegs.	Iron, lbs.	Machinery and Castings, lbs.	Lumber, feet.	Miscellaneous Freight, lbs.	Way Freight, lbs.	Tons.	Amount.
1859, May, -	173		27	186	19,146	14,762		80,528	33,690	217 3	458 73
June, -	198	2	22	220	11,285	37,340	1,247	75,700	13,737	253 1	489 67
July, -	278		89	401	11,663	19,152		62,016	17,052	298 1	567 03
August, -	260	2	339	360	3,710	28,479		158,566	11,606	368 1	693 96
September, -	140		260	1,344	8,252	25,396		108,447	24,613	298 1	575 30
October, -	152	2	128	662	10,567	58,146		222,419	34,094	328 3	740 87
November, -	40	2	342	370	1,777	28,081	333	110,210	23,654	246	399 17
December, -	23		379	270	6,852	47,810		90,596	14,577	181 3	365 95
1860, January, -	92	118	373	1,518	12,582	59,778	306	119,857	41,866	402 1	733 64
February, -	193	41	233	653	5,358	35,030		117,297	24,764	338 1	650 78
March, -	305	1	151	1,590	19,387	17,965	1,417	113,965	50,698	421 3	809 96
Total,	1,854	168	2,343	7,574	110,579	371,939	3,303	1,259,601	290,351	3,355 3	6,485 06

*Statement of Tonnage between Petersburg and Richmond, for the eleven months ending March 31st, 1860.*

NORTHWARDLY.

Month.	Tobacco, hhd.	Empty liquor bbl.	Empty flour bbl.	Cotton bales.	Wheat, bushels.	Corn, bushels.	Leather, lbs.	Domestic Bales.	Iron, lbs.	Miscellaneous Freight.	Way Freight.		Tons.	Amount.	
											Wood, Cords.	Lumber Feet.			
1859, May, -	1,740			430			1,325	26	6,810	95,639	23	6,238	100,000	1,572½	2,687 94
June, -	1,882			352					100,736	55,655		34,655	180,000	1,579½	2,770 24
July, -	1,466			259			628	10	5,218	66,673		490	80,000	1,252½	2,172 58
August, -	1,662	28	426	32	1,482			30	7,436	132,393			80,000	1,449½	2,460 83
September,	383	40	1,535	353	501			50	10,577	63,951		300	60,000	510½	937 91
October, -	245	124	2,332	470	753			110	16,856	162,212			45,000	544	1,107 95
November,	194	129	2,215	398				2	3,300	95,536		21,378	60,000	413½	858 05
December,	87	428	1,745	402	207				17,899	193,127		12,154	35,000	341½	722 16
1860, January,	167	99	1,910	554			12,265	160	9,845	287,071		41,220	20,000	471½	1,031 17
February, -	261	338	1,130	351			321	101	6,058	113,869		14,411	75,000	463½	873 86
March, -	378	69	935	201	763		587	101	11,212	195,146		1,000	45,000	524½	980 79
Total,	8,462½	1,265½	12,228	3,802	3,706		15,126	590	195,947½	1,461,282	23	131,756	780,000	9,122½	16,603 48

Tons transported Southwardly,	-	3,355½	Amount,	-	-	\$	6,485 06
" Northwardly,	-	9,122	"	-	-		16,603 48
Express Freight and Extra Baggage,	-	583½	"	-	-		3,285 13
Total,	-	13,061½					\$26,373 67

M. W. YARRINGTON, Auditor and Supt's Clerk.

## NO. 4.—RICHMOND AND PETERSBURG RAILROAD.

Statement of through Passengers, for the eleven months, ending March 31st, 1860.

## SOUTHWARDLY.

MONTH.	From New York.	From Philadelphia.	From Baltimore.	From Washington,	From Richmond to Weldon and Gaston.		Total.
					Whites.	Blacks.	
1859, May,	186	86½	91	112	251	215	941½
June,	106	90½	70	131	207	130	734½
July,	142½	74	68	138	273	165	860½
August,	669	108½	59	118½	311	365	1,631
Sept'r,	1,201½	243	185½	206½	534	594	2,964½
October,	649	189½	158½	194½	419	580	2,190½
Nov'r,	384	133½	91	187	320	626	1,742
December,	322½	136½	88½	208½	352	596	1,704
1860, January,	184½	114½	102½	112½	485	733	1,732
February,	509	202	99	181	292	490	1,773
March,	748	240½	159	222	249	352	1,970½
Total,	5,102	1,619	1,172	1,812	3,693	4,846	18,244

## NORTHWARDLY.

MONTH.	From Wilming- ton.	From Weldon and Raleigh.	From Weldon and Gaston to Richmond.		From Peters- burg.	Total.
			Whites.	Blacks.		
1859, May,	530	193	314	73	114	1,224
June,	620	190	180	64	134	1,188
July,	719	186	234	94	211	1,444
August,	864	252	303	155	198	1,772
September,	410	353	232	179	185	1,359
October,	387	136	238	122	124	1,007
November,	1,143	132	161	192	147	1,775
December,	596	187	157	71	115	1,126
1860, January,	748	152	215	159	60	1,334
February,	1,067	247	217	145	144	1,820
March,	843	375	205	109	157	1,689
Total,	7,927	2,403	2,456	1,363	1,589	15,738

Total number of through passengers, each direction, 33,982.

M. W. YARRINGTON, Auditor and Supt's Clerk.

## No. 5.

## RICHMOND AND PETERSBURG RAILROAD.

*Statement of the number of Passengers transported on the Road during eleven months ending March 31st, 1859.*

## SOUTHWARDLY.

Through passsengers,	-	-	-	-	18,244	
Local passengers,	-	-	-	-	20,961	
					<u>          </u>	39,205

## NORTHWARDLY.

Through passengers,	-	-	-	-	15,738	
Local passengers,	-	-	-	-	21,908	
					<u>          </u>	37,646

Passengers between Richmond and Petersburg and Clover Hill,	-	-	-	-		739
						<u>          </u>

Total number of passengers,	-	-	-	-		77,590
Equal to 1,626,096 passengers transported one mile.						

M. W. YARRINGTON, *Auditor*  
*And Superintendent's Clerk.*



No. 6.

## RICHMOND AND PETERSBURG RAILROAD.

*Statement of Coal Transported from Clover Hill during the eleven months ending  
March 31st, 1860.*

MONTH.	To Richmond. Bushels.	To Petersburg. Bushels.	To Port Walthall. Bushels.	Aggregate Number of Bushels.	Tons	Amount.
1859, May,	32,325	6,140	81,985	120,450	3,764	2,585 98
June,	36,870	15,570	66,175	118,615	3,707	2,595 57
July,	71,490	6,175	59,700	137,365	4,293	3,120 19
August,	47,765	29,160	68,020	144,945	4,529 $\frac{1}{2}$	3,210 63
September,	48,660	34,625	46,685	129,970	4,061 $\frac{1}{2}$	2,929 26
October,	64,900	38,325	30,720	133,945	4,186	3,099 21
November,	66,135	36,930	43,115	146,180	4,568	3,346 60
December,	52,785	23,615	33,820	110,220	3,444 $\frac{1}{2}$	2,527 36
1860, January,	57,925	21,455		79,380	2,480 $\frac{1}{2}$	1,930 86
February,	64,310	20,855	26,760	111,925	3,498	2,612 19
March,	47,355	15,285	75,750	138,390	4,325	3,042 79
Total,	590,520	248,135	532,730	1,371,385	42,857	\$31,000 64

## SUMMARY.

Transported to Richmond,	590,520 bushels—	18,455 tons.
“ to Petersburg,	248,135 “	7,754 “
“ to Port Walthall,	532,730 “	16,648 “
Total,	- - - -	<u>1,371,385</u> <u>42,857</u>

M. W. YARRINGTON, Auditor and Sup'ts Clerk.

## No. 7.

## RICHMOND AND PETERSBURG RAILROAD.

*Monthly Statement of Freight Transported from Clover Hill to Richmond, for the eleven months ending March 31st, 1860.*

MONTH.	Tobacco, hhd's.	Tobacco, lbs.	Wheat, bushels.	Wheat, lbs.	Miscellaneous freight, lbs.	Total lbs.
1859, May, . . . .	49	74,200			2,960	77,160
June, . . . .	17	25,500			1,140	26,640
July, . . . .	20	30,000				30,000
August, . . . .	22 $\frac{1}{2}$	30,500	1,611	83,970	44,718	159,188
September, . . . .	21	31,200	530	31,530	14,725	77,455
October, . . . .			1,570	94,200	36,030	130,230
November, . . . .			1,778	112,240	58,398	170,638
December, . . . .			580	34,800	14,120	48,920
1860, January, . . . .					17,884	17,884
February, . . . .	6	3,495	676	40,560	45,750	89,805
March, . . . .			376	22,560	400	22,960
Total,	135 $\frac{1}{2}$	194,895	7,121	419,860	236,125	850,880

Total number of tons, 425 $\frac{1}{2}$ .

M. W. YARRINGTON, *Auditor and Sup'ts Clerk.*

# RICHMOND AND PETERSBURG RAILROAD.

*Statement of Tonnage transported to and from Clover Hill, during the eleven months ending March 31st, 1859.*

## FROM CLOVER HILL TO RICHMOND.

	Tons.	Tons.
Tobacco, 135½ hogsheads, - - - - -	9 7½	
Wheat, 7,121 bushels, - - - - -	210	
Miscellaneous Freight, - - - - -	118	
	<hr/>	
Total, - - - - -		425½

## FROM RICHMOND TO CLOVER HILL.

Miscellaneous Freight, consisting of Groceries, Corn, Dry Goods, Castings, Furniture, Guano, &c., &c.,	732½	
	<hr/>	
Total, - - - - -		732½

## FROM CLOVER HILL TO PETERSBURG.

Tobacco, 2 hogsheads, - - - - -	1¼	
Wheat, 1,386 bushels, - - - - -	41½	
Miscellaneous Freight - - - - -	¼	
	<hr/>	
Total, - - - - -		43

## FROM PETERSBURG TO CLOVER HILL.

Miscellaneous Freight, consisting of Groceries, Guano, &c., &c., - - - - -	141¾	
	<hr/>	
Total, - - - - -		141¾

## FROM PORT WALTHALL TO CLOVER HILL.

Hay, Powder, Oil, Corn, &c., &c., &c., - - -	8¾	
	<hr/>	
Total, - - - - -		8¾

Total Tonnage exclusive of Coal,	<hr/>	1,351½
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M. W. YARRINGTON, Auditor & Supt's. Clerk.

## No. 9.

## RICHMOND AND PETERSBURG RAILROAD.

*Monthly statement of the amounts collected on the Passenger Trains, for the transportation of Extra Baggage, and Express Freight, during the eleven months ending March 31st, 1860.*

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Month.	Extra Baggage.	Express Freight	Total.
1859.—May, - -	43 75	215 89	259 64
June, - -	42 75	246 17	288 92
July, - -	32 75	170 29	203 04
August, - -	42 60	185 87	228 47
September, -	49 25	235 56	284 81
October, - -	44 60	245 29	289 89
November, -	52 25	226 33	278 58
December, -	46 25	326 13	372 38
1860.—January, -	56 00	275 70	331 70
February, - -	36 50	239 40	275 90
March, - -	53 00	471 80	524 80
Total,	<u>\$499 70</u>	<u>\$2,838 43</u>	<u>\$3,338 13</u>

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M. W. YARRINGTON, *Auditor & Supt's. Clerk.*

## RICHMOND AND PETERSBURG RAILROAD.

*Statement of the names and dimensions of Locomotive Engines, upon the Richmond and Petersburg Railroad, and the number of miles run by each and the cost of repairs, and of running, during the eleven months ending March 31st, 1860.*

NAME OF EN- GINE.	BUILDER.	When placed on the Road.	Number of Drivers.	Diameter of Drivers in feet.	Diameter of Cylinder in inches.	Length of Stroke in inches.	Miles run with Passenger Trains.	Miles run with Freight Trains.	Miles run with Coal Trains.	Miles run with Gravel and Material Trains.	Total number of Miles run.	Cost of Repairs.	Cost of Repairs to 100 Miles run.	Cords of Wood used.	No. cords wood to 100 miles.	Gallons of Oil used.	No. Gallons Oil used to 100 miles run.	Cost of Repairs, and of Wood and Oil, used to each 100 miles run.	REMARKS.
Phoenix, J. H. Cox, Black Diamond, Peachontas, do. Chesterfield, Henrico, Clover Hill, M. W. Baldwin, Mazeppa, T. Dodamead,	Bolton & Hicks, M. W. Baldwin, do. do. Burr & Ettenger, J. R. Anderson, M. W. Baldwin, R. & P. R. Co. U. Wells,	1838 1846 1847 1848 1852 1852 1853 1854 1854 1857	4 6 6 4 4 4 4 4 4 4	41 32 32 41 41 41 45 45 45 51	10 12 12 12 11 11 12 12 12 13	16 16 16 18 20 20 20 18 24	- - - - 2,149 792 11,703 11,597 1,515	- - - - 464 30 3,760 3,762 1,022	- 1,100 12,348 11,458 53 10,374 3,554 - -	3,965 160 - - - - - - -	3,965 1,305 12,393 11,158 2,777 11,095 4,761 15,599 15,491 2,649	65 73 82 02 564 19 350 29 294 19 86 24 609 48 443 04 262 14 377 30	Cost of Repairs to 100 Miles run.	1541 1/2 491 1/2 600 1/2 500 1/2 106 1/2 385 243 1/2 538 518 1/2 108 1/2	Cost of Repairs, and of Wood and Oil, used to each 100 miles run.	31 121 1/2 99 1/2 121 1/2 161 1/2 44 1/2 47 1/2 93 1/2 88 1/2 12 1/2	Gallons of Oil used.	Cost of Repairs, and of Wood and Oil, used to each 100 miles run.	Yard Engine in good order, Coal " " " " " " " " " " " " Pass. & Ft. Eng. Material Train, " " " " Pass. & Ft. Eng. Pass. Engine, " " " " " " " "
										28,213	14,499	847	\$2,074 62	4 03	3,234 41	567	14	\$1 78	

\* This embraces the cost of \$1,152 28 worth of materials, which were used on repairs of engines, and there is also \$2,252 00 worth of materials on hand ready for use, for repairs of engines.

† Cost of Wood, \$1 50 per cord.

‡ Cost of Oil, \$1 10 per gallon.

M. W. YARRINGTON, Auditor and Superintendent's Clerk.

## RICHMOND AND PETERSBURG RAILROAD.

## No. 11.

*Statement of miles run by Trains of all kinds for the eleven months, ending March  
31st, 1860.*

MONTH.	Passenger Trains.	Passenger and Freight Trains.	Freight Trains.	Coal Trains.	Material Trains.	Gravel Trains.	Wood Trains.	TOTAL.
1859, May,	2,650	577	268	2,449	310	340	420	7,014
June,	2,581	579	220	2,353	345	592	230	6,900
July,	2,413	579	90	2,769	310	575	340	7,076
August,	2,681	622	129	2,937	530	640	285	7,824
September,	2,513	579		2,489	615	567	385	7,148
October,	2,560	734	95	2,722	590	550	400	7,651
November,	2,430	1,201	45	2,916	340	335	505	7,772
December,	2,673	1,216		2,309	405	90	540	7,233
1860, January,	2,578	1,144		1,952	660	90	665	7,089
February,	2,425	1,112		2,573	290	355	660	7,415
March,	2,631	1,156		2,744	780	260	500	8,071
Total,	28,135	9,499	847	28,213	5,175	4,394	4,930	81,193

## SUMMARY.

Miles run with Passenger Trains,	-	-	-	-	-	-	28,135
" " Passenger and Freight Trains,	-	-	-	-	-	-	9,499
" " Freight Trains,	-	-	-	-	-	-	847
" " Coal Trains,	-	-	-	-	-	-	28,213
" " Material Trains,	-	-	-	-	-	-	5,175
" " Gravel Trains,	-	-	-	-	-	-	4,394
" " Wood Trains,	-	-	-	-	-	-	4,930
							81,193

M. W. YARRINGTON, Auditor and Sup'ts Clerk.



## No. 12.

*Business of the Richmond and Petersburg Railroad, during the eleven months ending March 31st, 1860.*

## TONNAGE.

Coal transported in tons, - - - - -	42,857
Tobacco transported in hogsheads, - - - - -	10,453 $\frac{1}{2}$
Cotton transported in bales, - - - - -	3,802
Express freight and extra baggage, in tons, - - - - -	583 $\frac{1}{2}$
Total amount of freight of all kinds, in tons, - - - - -	57,269 $\frac{3}{4}$
Number of tons transported one mile, - - - - -	700,437
Miles run by freight engines,* - - - - -	10,346
Miles run by coal engines, - - - - -	28,213
Receipts per mile run by freight trains, in cents, - - - - -	248
Receipts per mile run by coal trains, in cents, - - - - -	110

## PASSENGER TRAVEL.

Whole number of through passengers, - - - - -	33,982
Whole number of local and Clover Hill passengers, - - - - -	43,608
Total number of passengers transported, - - - - -	77,590
Passengers transported one mile, - - - - -	1,626,096
Miles run by passenger engines, - - - - -	28,135
Receipts per mile run by passenger trains, in cents,† - - - - -	213

## RECEIPTS OF ROAD.

From freight on coal, - - - - -	\$31,000 64
From miscellaneous freight, - - - - -	25,742 89
From express freight, and extra baggage, - - - - -	3,338 13
Total from freight, - - - - -	\$60,081 66
From passenger travel, - - - - -	\$80,260 52
From transportation U. S. Mail, - - - - -	6,737 50
Total from passenger and U. S. Mail. - - - - -	\$86,998 02

\*This includes 9,499 miles run by passenger and freight trains connected.

†This includes the mileage of freight and passenger trains when combined. The receipts per mile run from passengers by mail and express passenger trains, are \$262, and by accommodation train, 67 cents.

## No. 13.

*List of Officers, Agents and Employees upon the Richmond and Petersburg Railroad, and the pay of each, March 31st, 1860.*

Peter V. Daniel, Jr., President,	-	per annum,	\$2,000 00
Richard Barton Haxall,	}	Directors.	
Charles Ellis,			
Charles S. Mills, M. D.,			
Francis E. Rives,			
Roscoe B. Heath,			
James B. Macmurdo, Treasurer,	-	per annum,	1,750 00
Thomas H. Wynne, Superintendent,	-	"	2,000 00
M. W. Yarrington, Auditor and Superintendent's Clerk,	- - -	"	1,000 00
John N. Parker, General Freight and Ticket Agent,	- - - -	"	1,000 00
Jonathan Nesbitt, Freight Clerk,	- -	"	360 00
Richard Furt, Freight and Ticket Agent at Petersburg,	- - - -	"	900 00
Edgar A. Bledsoe, Freight Clerk,	-	"	240 00
Asa R. Smith, Agent Clover Hill,	-	"	720 00
R. E. Morris, Assistant,	- - -	"	400 00
F. W. Myer, Agent Chester and Engineer of Stationary Engine,	- - -	"	480 00
T. W. McCrary, Conductor,	- - -	per month,	55 00
W. R. Daniel,	- - -	"	55 00
R. E. Mitchell, Baggage Master,	-	"	40 00
W. L. Yager,	- - -	"	40 00
James Enroughty, Omnibus Manager,	-	"	50 00
H. T. Metcalf, Yard Master,	- -	"	65 00
F. P. Redford, Storekeeper,	- -	"	50 00
George W. Curtis, Engine Runner,	-	"	70 00
Joseph Mann,	" " -	"	70 00
Nathaniel S. Walker,	" " -	"	70 00
W. D. Jester,	" " -	"	70 00
William Jewett,	" " -	"	70 00
Joseph Mittendorf, Car Inspector,	- - -	per day,	1 75
Henry Kohle, Assistant,	" - -	"	1 15
Depot and Bridge Watchmen, average of	\$1 07 per day,		
John Mackins, Section Master,	- - -	per month,	45 00
B. Cummings,	" " - -	"	45 00

12 Free Firemen and Train hands, average price per day,	1 00
John F. Clarke, Master Machinist, - per month,	66 67
2 Machinists, average price per day, - - -	1 71
1 Apprentice, - - - - - per week,	5 50
John Whitlock, Master Blacksmith, - per month,	65 00
1 Blacksmith, - - - - - per day,	1 90
J. W. Berry, Master Carpenter and Road	
Master, - - - - - per month,	75 00
4 Carpenters, average price per day, - - -	1 58
A. M. Barrett, Painter, - - - - -	1 67

## SLAVES.

At Richmond Depot and Office, - - -	12
" " Omnibus and Wagon drivers, -	4
" " in Shops, (four of them mechanics,) -	8
" Petersburg Depot, - - - - -	7
" Clover Hill and other Stations, - - -	6
As Fireman and Train hands, - - - -	2
As Section men on repairs of road, - - -	8
On Material and Gravel Train, - - - -	7

## No. 14.

*Statement of Materials on hand, March 31st, 1860.*


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Coal Car Wheels and Axles, fitted up,	-	-	.	100	00
“ “ “ “ not fitted up,	-	-		400	00
Engine and Car Wheels,	-	-	-	450	00
Axles for Cars and Engines,	-	-	-	180	00
Iron Castings,	-	-	.	300	00
Brass Castings,	-	-	-	700	00
Copper flues,	-	-	-	300	00
Iron Wire, Sheet Lead, Packing, &c.,	-	-	-	80	00
Extra new work fitted up,	-	-	-	100	00
Iron and Steel,	-	-	-	300	00
Smoke Stacks and Lamps,	-	-	-	200	00
Cast Steel,	-	-	.	25	00
Car and Tender Springs,	-	-	-	100	00
Cast Iron Tire,	-	-	-	130	00
Wrought Iron Tire,	-	-	-	312	00
Cross Ties,	-	-	-	1,500	00
Railroad Iron,	-	-	-	400	00
Lumber,	-	-	-	1,600	00
Castings,	-	-	-	150	00
					<hr/>
					<b>\$7,327 00</b>
					<hr/>



TWENTY-SIXTH  
ANNUAL MEETING  
OF THE  
STOCKHOLDERS  
OF THE  
RICHMOND AND PETERSBURG  
RAILROAD COMPANY,  
AT  
THEIR GENERAL MEETING,  
AND  
REPORTS

MADE BY THE PRESIDENT, DIRECTORS AND SUPERINTENDENT

TO THE  
STOCKHOLDERS,

MAY 28TH, 1861.

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RICHMOND:  
H. K. ELLYSON, PRINTER, 130 MAIN STREET.  
1861.





T W E N T Y - S I X T H

# Annual Meeting of the Stockholders,

HELD ON TUESDAY, MAY 28TH, 1861.

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At a meeting of the Stockholders of the Richmond and Petersburg Railroad Company, held at the office of the Company in Richmond, on Tuesday, the 28th day of May, 1861:

Gustavus A. Myers was appointed Chairman, and M. W. Yarrington Secretary.

The Chairman appointed Messrs. R. B. Heath, R. B. Haxall, and P. J. Archer a committee to examine proxies.

The committee reported that they had examined the proxies, and found them to agree with the list laid before them by the Treasurer; which report was received and approved.

There being present in person and by proxy private stockholders entitled to 1,516 votes, and the proxy of the Board of Public Works, Wm. F. Watson, Esq., entitled to 1,010 votes, being equal to two-thirds of the votes of the private stockholders, in all 2,526 votes, (the whole number of votes that could be given by all of the stockholders being 3,545 votes,) the meeting proceeded to business.

Whereupon the annual report of the Board of Directors, with its accompanying documents, were laid before the meeting, and after having been read and examined, on motion, were received and approved.

The following report of the committee of examination was laid before the meeting, and on motion was received and approved.

The committee appointed at the last meeting of the stockholders of this Company to examine the road, &c, beg leave to make the following report. We have examined the road from Richmond to Petersburg, the workshops and machinery belonging to the Company. We find the road in excellent condition. The workshops, depots, machinery, &c., all appear to be in good order and well arranged. A portion of the committee have examined the books in a general way, and report them accurately and neatly kept.

Respectfully submitted.

BOLLING W. HAXALL,  
WM. W. HARVIE,  
S. T. BAYLY, by  
W. W. HARVIE,  
L. S. JOYNES.

On motion of Roscoe B. Heath, Esq.,

*Resolved*, That the President and Treasurer of this Company be authorized to issue registered bonds in lieu of the coupon bonds of this Company now outstanding to such persons as may desire to make such exchange; and it is hereby expressly understood and agreed that the registered bonds so issued shall be secured by any lien heretofore given to secure the said coupon bonds, and that such lien shall not be in any manner affected or impaired by such exchange of bonds. It shall be the duty of the Board to have the coupon bonds so received in exchange cancelled at or before the term of issuing the said registered bonds.

On motion of P. V. Daniel, Esq.,

*Resolved*, That the subject for compensation for mail service and for other transportation performed for the Confederate States shall be referred to the Board of Directors for such action as they may deem expedient.

Messrs. Wirt Robinson, Robert Leslie, Levin S. Joynes, Wm. W. Harvie, and Saml. T. Bayly, were appointed the committee of examination. The meeting then proceeded to the election of officers, whereupon Charles Ellis, Esq., was unanimously elected President of the Company, and Messrs. Richard B. Haxall, B. W. Haxall, and Dr. Charles S. Mills were unanimously elected Directors on behalf of the stockholders. Messrs. Francis E. Rives and Roscoe B. Heath were announced to have been appointed Directors on behalf of the State.

*Resolved*, That the President take such measures in regard to publishing the report of the President and Directors, with the accompanying documents and proceedings of this meeting as he may deem expedient.

On motion, the meeting then adjourned.

GUSTAVUS A. MYERS, *Chairman*.

M. W. YARRINGTON, *Secretary*.

## ANNUAL REPORT.

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The Board of Directors of the Richmond and Petersburg Railroad Company respectfully submit to the stockholders their annual report and statements showing the condition of the affairs of the Company for the year ending the 31st March 1861.

The whole income of the Company for the past fiscal year amounts to \$110,432 33; during the same period the ordinary current expenses have been \$78,978 24; extraordinary expenses \$2,318 28. The manner in which this income has been applied is fully exhibited in statements B and D of the Treasurer's accounts.

As the fiscal year preceding the present comprised only eleven months, an accurate comparison cannot readily be instituted between the receipts and expenditures of the two years. On examination of the Treasurer's table C will show that the disturbed condition of political affairs and consequent derangement of the business of the country produced a loss of revenue from November to February inclusive, of about one month's income. The Board are pleased to be able to say that the receipts since the first of March exhibit a steady increase, and the month of April a considerable increase over the same month for 1860.

The greater portion of the loss during the past fiscal year has proceeded from a falling off in through passengers; that source of revenue now shows a gratifying improvement, and it is believed by the Board that the receipts for the present year promise to be highly satisfactory.

On the 20th of June last, as is known to the stockholders, Mr. Peter V. Daniel, the former President of the Company, tendered his resignation to the Board. It would be injustice to an officer who had so long, faithfully and successfully discharged all his duties, not to allude in this report to the loss the Company sustained by his retirement from office. The Board therefore take pleasure in adding their testimony to the devotion with which he labored to promote your interests, and render the road efficient and profitable. It is but proper to place this testimonial on record as a recognition of his services. Under the instructions of the stockholders at their annual meeting on the 29th May, 1860, the Board of Directors proceeded to have surveys made for a suitable route to connect this road with that of the Richmond, Fredericksburg and Potomac Company. It was deemed wise by the Board to suspend these surveys when the political disturbances commenced last fall, as well as those for our proposed connections in Petersburg. The authorities of this State considering it necessary to the successful prosecution of military operations, have directed a connec-

tion of all three roads in both cities to be made. Surveys and estimates are now being prepared, and it is expected that in conformity with these surveys and estimates the connections will be speedily made.

Some correspondence has taken place between the President and the Post Office Department of the Confederate States in regard to the transportation of the mails over this road, but as yet no definite result has been arrived at.

The report of the examining committee and of the superintendent will fully show the condition of the roadway, buildings, machinery, and other property of the Company.

The efficiency of the officers and agents of the Company is best exhibited by the safety and regularity with which the transportation has been conducted, under circumstances which have for sometime past called for unusual exertions, and by the creditable state in which the roadway and rolling stock is found.

CHARLES ELLIS, *President*.

*May 28th, 1861.*





## A.

*Statement of the affairs of the Richmond and Petersburg Railroad*

## COST OF ROAD AND PROPERTY.

From Richmond to Petersburg, including interest, per statement A No. 1,.....	922,822 39	
Branch road to Port Walthall, including purchase of land, wharves, coal tracks and cars,.....	45,539 09	
	<hr/>	968,361 48
Reconstruction of road,.....		219,852 50
Land purchase,.....		21,265 84

## DEBTS DUE TO THE COMPANY.

This Company's stock taken for debt,.....	5,376 06	
Bills receivable,.....	6,281 00	
Open accounts,.....	14,972 47	
	<hr/>	26,629 53
Cash on hand,.....		7,553 77

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1,243,663 12

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*Company, from the commencement of the work to the 1st day of April, 1861.*

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CAPITAL STOCK.

Subscribed by individuals,	3,000 shares,	300,000 00	
Converted loan stock at \$50,	3,010 "	150,500 00	
		<hr/>	450,500 00
Subsc'd by the State, old stock,	2,000 "	200,000 00	
new stock, 1,856 "		185,600 00	
		<hr/>	385,600 00
			<hr/>
			836,100 00
9,866	shares entitled to equal dividends.		

DEBTS DUE BY THE COMPANY.

Dividend bond to the State,.....	33,408 00	
Coupon bonds due June 1st, 1875,.....	143,500 00	
Coupon bonds due July 1st, 1875,.....	24,500 00	
Certificates of debt for dividends,.....	670 77	
Unclaimed interest on certificates of debt,.....	129 07	
Unclaimed dividends,.....	1,500 00	
Bills payable,.....	4,457 83	
Open accounts,.....	3,608 22	
	<hr/>	211,773 89
Profit and loss,.....		195,789 23
		<hr/>
		1,243,663 12

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M. W. YARRINGTON, *Treasurer.*

*Richmond, April 1st, 1861.*

## A No. 1.

*Heads of Expenditure for construction of Road and purchase of Property  
to 1st April, 1861.*

Preliminary surveys,	-	-	-	-	-	2,896 87
Contingent expenses,	-	-	-	-	-	2,675 69
Purchase of Manchester and Petersburg Turnpike stock,	-					23,841 35
Engineering expenses,	-	-	-	-	-	32,403 99
Real property in Richmond,	-	-	-	-	-	21,917 24
“ “ “ Pocahontas,	-	-	-	-	-	3,200 00
“ “ “ Petersburg,	-	-	-	-	-	1,928 35
“ “ “ Chester,	-	-	-	-	-	900 00
Land damages,	-	-	-	-	-	22,802 26
Graduation,	-	-	-	-	-	168,373 32
Superstructure,	-	-	-	-	-	111,510 09
Masonry,	-	-	-	-	-	72,223 29
James River Bridge—Masonry,		-	-		49,783 03	
Superstructure,		-	-		86,050 15	
						<hr/> 135,833 18
Falling Creek Bridge,	-	-	-	-	-	10,889 30
Swift Creek Bridge,	-	-	-	-	-	10,027 79
Kingsland Creek Bridge,	-	-	-	-	-	5,496 42
Depots and work shops,	-	-	-	-	-	13,106 72
Richmond Depot,	-	-	-	-	-	44,029 05
Manchester Depot,	-	-	-	-	-	3,359 04
Water Station,	-	-	-	-	-	1,181 54
Pocahontas Depot,	-	-	-	-	-	8,011 79
Locomotive, engines and cars,	-	-	-	-	-	97,508 69
Omnibus,	-	-	-	-	-	1,639 83
Officers' salaries,	-	-	-	-	-	5,717 33
Repairs of turnpike at the date of purchase,	-	-				1,389 97
Interest on loans,	-	-	-	-	113,099 57	
Premium on sterling bills, and commission on paying loan due in England,	-	-	-	-	6,859 72	
						<hr/> 119,959 29
						<hr/> 922,822 39

*Richmond, April 1st, 1861.*

M. W. YARRINGTON, *Treasurer.*

## B.

*Statement of Financial Affairs within the year ending March 31st, 1861.*

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Cash on hand April 30th, 1860, - - -	10,038 49
Debts due to the Company—Increased this sum, 4,285 00	
Transportation—Received this sum, - - -	150,432 33
Transportation—Received from Manchester and Petersburg Turnpike, - - -	266 78

## DISBURSEMENTS:

Land purchase—Increased this sum, - - -	202 80	
Debts due by the Company—Decreased this sum, 5,892 45		
Expenses—Ordinary, - - -	78,978 24	
Extraordinary, - - -	2,318 28	
	<hr/> 81,296 52	
Interest—Paid this sum, - - - -	12,627 06	
Dividends—Paid this sum, - - - -	48,880 00	
Cash on hand March 31st, 1861, - - -	7,553 77	
	<hr/>	<hr/>
	160,737 60	160,737 60
	<hr/>	<hr/>

M. W. YARRINGTON, *Treasurer.*

*Richmond, April 1st, 1861.*

## C.

## Statement of Income from Transportation from April 1st, 1860, to March 31st, 1861.

DATE.	Through Travel.	Local Travel.	Local Freight.	Extra Baggage.	Express Freight.	Freight on Coal from Clover Hill.	Clover Hill Travel.	Clover Hill Freight.	Transportation of Mail.	Miscellaneous Receipts.	TOTAL.
1860—April, .....	2,923 56	3,698 90	1,527 21	52 00	374 62	2,511 71	55 05	184 47	612 50	705 46	12,645 48
“ May, .....	3,035 26	4,833 40	2,520 98	80 97	345 03	2,818 35	42 61	151 09	612 50	116 37	14,565 56
“ June, .....	2,616 05	3,291 25	2,345 34	35 00	262 78	2,856 79	42 47	152 32	612 50	163 91	12,411 41
“ July, .....	3,079 57	3,769 60	3,231 39	26 00	254 97	2,736 47	67 44	136 15	612 53	624 89	14,498 93
“ August, .....	3,738 10	3,699 90	2,788 03	26 47	314 56	3,047 89	53 24	201 09	612 50	602 96	15,481 74
“ September, .....	3,687 18	3,730 00	2,486 38	34 50	302 51	2,718 71	58 21	208 69	612 50	183 29	14,621 97
“ October, .....	2,796 32	4,391 10	1,819 35	44 25	349 22	3,239 90	54 30	162 88	612 50	435 29	13,905 11
“ November, .....	1,992 43	2,933 25	1,210 63	29 50	347 37	2,815 52	44 24	120 92	612 50	314 40	10,450 76
“ December, .....	1,975 14	3,058 47	849 11	34 20	346 07	2,012 72	97 86	111 97	612 59	617 93	9,715 90
1861—January, .....	1,892 78	2,735 80	1,347 92	27 90	359 27	2,012 08	60 15	76 92	612 50	381 57	9,509 89
“ February, .....	2,083 54	2,787 75	1,248 23	27 50	383 24	2,806 23	61 96	201 49	612 50	682 82	10,895 26
“ March, .....	2,232 28	3,348 00	2,092 15	23 59	552 38	3,070 34	42 18	214 07	612 50	539 87	12,727 27
	32,082 21	42,223 42	23,475 72	441 79	4,192 02	32,666 71	679 71	1,921 99	7,350 00	5,398 76	150,432 33

M. W. YARRINGTON, Treasurer.

Richmond, April 1st, 1861.

## D.

*Statement of Transportation Expenses from April 1st, 1860, to April 1st, 1861.*

## ORDINARY.

Repairs of road,	-	-	7,536 35
Repairs of bridges,	-	-	2,278 13
Repairs of depots and water stations,	-		2,633 60
Repairs of locomotive engines and tenders,			6,332 28
Repairs of passenger, mail and baggage cars,	-		4,002 31
Repairs of freight cars and flats,	-		1,870 07
Repairs of coal cars,	-	-	2,065 20
Repairs of shop tools and machinery,	-		210 56
Oil and tallow,	-	-	2,004 88
Cotton waste,	-	-	250 61
Wood,	-	-	7,146 96
Train expenses,	-	-	9,866 01
Depot expenses,	-	-	10,846 02
Postage, stationary and printing,	-		1,097 33
Officers' salaries,	-	-	5,750 04
Insurance and other miscellaneous expenses,			1,891 87
Taxes,	-	-	666 64
Cattle killed by trains,	-	-	112 00
Lost and damaged goods,	-	-	59 88
Through travel expenses,	-	-	1,592 75
Omnibus expenses,	-	-	3,245 36
Clover Hill Transportation expenses,	-		6,868 88
New freight cars,	-	-	119 42
New coal cars,	-	-	531 09
			<hr/>
			78,978 24

## EXTRAORDINARY.

Repairs of bridges,	-	-	1,428 28
Omnibus expenses for new omnibus,	-		890 00
			<hr/>
			2,318 28
			<hr/>
			81,296 52
			<hr/>

M. W. YARRINGTON, *Treasurer.*

*Richmond, April 1st, 1861.*



## E.

*Comparative Statement of the business of the Richmond and Petersburg Railroad Company, the year ending March 31st, 1860, and the year ending March 31st, 1861.*

	1860.	1861.	In 1861.	
			Decrease of Dr., and increase of Cr.	Increase of Dr., and decrease of Cr.
Cash,.....	10,038 49	7,553 77	2,484 72	.....
Debts due to the Company,	22,344 53	20,348 53	1,996 00	.....
Bills receivable,.....		6,281 00	.....	6,281 00
Cost of road and property,..	922,822 39	922,822 39	.....	.....
Cost of branch road and property,.....	45,539 09	45,539 09	.....	.....
Reconstruction of road,.....	219,852 50	219,852 50	.....	.....
Land purchase,.....	21,063 04	21,265 84	.....	202 80
	1,241,660 04	1,243,663 12		
Capital stock,.....	836,100 00	830,100 00	.....	.....
Dividends due to the State,	33,408 00	33,408 00	.....	.....
Certificates of debt for dividends,.....	902 07	670 77	.....	231 30
Open accounts due by the Company,.....	9,398 92	5,237 29	.....	4,161 63
Coupon bonds due July 1, 1875,.....	24,500 00	24,500 00	.....	.....
Coupon bonds due June 1, 1875,.....	143,500 00	143,500 00	.....	.....
Bills payable,.....	5,957 35	4,457 83	.....	1,499 52
Profit and loss,.....	187,893 70	195,789 23	7,895 53	.....
	1,241,660 04	1,243,663 12	12,376 25	12,376 25

M. W. YARRINGTON, *Treasurer.*

*Richmond, April 1st, 1861.*

# SUPERINTENDENT'S REPORT.

SUPERINTENDENT'S OFFICE,

RICHMOND & PETERSBURG R. R. Co.,

*Richmond, March 31st, 1861.*

CHARLES ELLIS, Esq.,

*President :*

Sir,—I herewith submit a report of the department under my control during the past year :

## RECEIPTS OR EARNINGS.

From transportation of passengers,	-	74,985 34	
“ extra baggage and express freight	-	4,633 81	
“ United States mail,	-	7,350 00	
“ transportation freight,	-	58,064 42	
“ miscellaneous sources,	-	5,398 76	
Total receipts or earnings,			\$150,432 33

## EXPENSES OF WORKING THE ROAD.

For repairs of road,	-	7,536 35	
“ “ “ bridges and watching,	-	2,278 13	
“ “ “ depot and water stations,	-	2,633 60	
“ “ “ locomotive engines and tenders,	-	6,332 28	
“ “ “ passenger, mail and baggage cars,	-	4,002 31	
“ “ “ freight cars and flats,	-	1,870 07	
“ “ “ coal cars,	-	2,065 20	
“ “ “ shop tools and machinery,	-	210 56	
“ oil and tallow,	-	2,004 88	
“ cotton waste,	-	250 61	
“ wood,	-	7,146 96	
“ train expenses, including the pay of conductors, baggage masters, engineers, firemen, brakemen, &c.,	-	9,866 01	

Amounts carried forward, - - \$46,196 96 \$150,432 33

Amounts brought forward,	-	-	\$46,196 96	\$150,432 33
Depot expenses, including the pay of depot agents, hands and watchmen,	.	.	10,846 02	
Postage, stationery and printing,	.	.	1,097 33	
Officers' salaries,	.	.	5,750 04	
Insurance and miscellaneous expenses,	.	.	1,891 87	
Taxes,	.	.	666 64	
Cattle killed by trains,	.	.	112 00	
Lost and damaged goods,	.	.	59 88	
Through travel expenses,	.	.	1,592 75	
Omnibus expenses,	.	.	3,245 36	
Clover Hill transportation expenses,	.	.	6,868 83	
New freight cars,	.	.	119 42	
“ coal cars,	.	.	531 09	
			<hr/>	
Total ordinary expenses,	.	.		78,978 24
				<hr/>
Balance or nett income,	.	.		71,454 09

The cost of working the road being about 52½ per cent. of the whole receipts, and the cost per mile run amounting to 87 cents.

The extraordinary expenses, during the whole year, amounting to \$2,318 28, divided as follows :

Repairs of bridges,	.	.	1,428 28	
Purchase of new omnibus,	.	.	890 00	
			<hr/>	\$2,318 28

The tonnage of freight, exclusive of coal, express freight and extra baggage, amounts to 13,106 tons; and the receipts for this amounts to \$20,742 89, being \$1 58 per ton, or \$1 76 per mile run. The coal transported amounts to 45,191 tons, delivered as follows :

At Richmond	.	.	19,176 tons.
“ Port Walthall	.	.	17,633 “
“ Petersburg	.	.	8,390 “
			<hr/>
			45,199

The receipts from transportation of coal 32,666 71; being at the rate of 72 27-100 cents per ton, or a fraction over \$1 09 per mile run. The freight of all kinds transported during the eleven months amounts to 59,374 tons, and the number of tons transported one mile 751,153.

#### PASSENGERS.

The number of passengers transported was 71,257, of which 25,979 were through, and 45,278 were local and way passengers; 657 on the Clover Hill train. The receipts from passenger fare amounts to \$74,935 34,

or \$1 05 per passenger ; and the total movement of passengers, or number transported one mile 1,497,022. The receipts per mile run from passengers by the mail train and express trains are \$2 15½, and by the accommodation train 77½ cents.

#### EXPRESS FREIGHT AND BAGGAGE.

The receipts for express freight and extra baggage amounts to \$4,633 81. For full statement in detail, shewing the operations for each month separately in all departments, I refer you to the carefully prepared tables from No. 1 to No. 12, inclusive.

#### THE ROAD.

The road is in much better condition than it was reasonable to expect after the continued rains of the winter, which have seriously injured the beds of every road in the State. During the year 6,994 new cross ties have been laid, and the decay of the old ties is so general, that the number must be increased during the present year. The repairs of the road have cost \$7,536 25, or \$301 45 per mile, and including repairs of bridges, \$392 57 per mile.

#### BRIDGES.

The bridges are in very good order. The indefatigable attention bestowed upon them, and the frequent inspection to which they are subjected, and the prompt replacement of a decaying or defective piece of timber will preclude the necessity for replacing them for many years; but it is my intention to erect at a small outlay for two or three years additional stone pillars under those across the two creeks, with a view to replace them with iron structures of short spans at such times as the finances of the Company will justify the expenditure.

The cost of the ordinary repairs to the bridges, with the pay of watchmen and insurance, amounts to \$3,165 13. The extra stone work during past year to \$1,428 28.

#### BUILDINGS.

All of the buildings are in good order, with the exception of a house to shelter the engines at Pocahontas. No new buildings have been erected. The cost of repairs to depots and water stations amounts to \$2,633 60.

#### LOCOMOTIVES, ENGINES AND TENDERS.

There are ten engines and tenders all now in good order. The cost of repairs during the year amounts to \$6,332 28, or 7 cents per mile run. The amount charged to each for repairs, with their consumption of wood, oil, &c., will be found in tables 11 and 12.

## ROLLING STOCK, CARS, &amp;c.

All of these are in good condition, but this is only maintained by keeping up a constant repairing of a large portion of the freight cars. There are seven first class and five second class passenger cars, three baggage and mail cars, twenty-two box cars, twenty-two flats, two cattle cars, seven seventy-five bushel, seven eighty bushel, three one hundred and fifty bushel, fifty-six one hundred bushel, and seventy-three one hundred bushel; making in all 146 coal cars. The cost of repairs to cars is \$7,937 58.

## OMNIBUS.

During the year the large omnibus became so much shattered by constant use, that another was purchased in its place, and the heavy omnibus which had been built in the shops of the Company, which was too clumsy for use, was sold. We now have in co-partnership with Richmond, Fredericksburg and Potomac Railroad Company three omnibuses, seven baggage and mail wagons, four street wagons, two carts, and twelve horses.

The proportion of the expenses of maintaining these during the past year, paid by this Company, amounts to \$1,622 68.

## MATERIAL ON HAND.

The value of materials on hand, as per inventory, seen in table No. 14, amounts to \$5,285 00.

## ACCIDENTS.

It is a matter of congratulation that nothing has occurred under this head which is worthy of notice, or causing any serious injury to any of the property of the Company. Not a single individual, in any way connected with the Company's business, has received the least injury; and save the running off the track by the misplacement of a switch when the engine was moving slowly, and consequently no damage was done, there would be nothing to record under this heading.

## THE BUSINESS OF THE COMPANY.

An examination of the receipts will show that there has been a serious falling off in our receipts when compared with the previous year. It is hardly necessary to remind you that this was owing entirely to the disturbances in commercial affairs, growing out of the threatening attitude assumed by the Federal Government towards the Southern States. Since the commencement of the war the business both in freight and passengers has

increased greatly, but as nearly all of these are carried at half the usual rates, and the service requires the running of many additional trains and other extraordinary expenses, together with the fear of destruction to the property of the Company by evil disposed persons, who always avail themselves of such times as these to commit depredations, it has been deemed advisable to increase the number of our watchmen at all the bridges and stations, by which the expenses of the operations will be increased in a much greater proportion than the receipts. I presume, however, that you and the stockholders agree with me, that the struggle now going on between the administration of a sectional government and the defence and protection of the rights of the Southern States cannot be successfully conducted without sacrifices of a personal nature, and we must submit. I take great pleasure in saying, that in addition to the faithful performance of all the ordinary duties devolving upon the officers and operatives in the service of the Company, every one, without an exception, has most cheerfully performed all the extra service, involving frequently the loss of meals and rest for many hours beyond those usually required, while engaged in transporting troops or munitions of war, or other services required by the authorities for the defence of our State. I consider it proper, and I am much gratified to be able to pay this tribute to the patriotic feelings exhibited by those who, though in an humble and almost obscure sphere, are yet no poor adjuncts in assisting to carry on a successful campaign. For the names and pay of the employees see table No. 13.

Respectfully,

THOS. H. WYNNE, *Superintendent.*



No. 1.—RICHMOND AND PETERSBURG RAILROAD.

Monthly Statement of the Tonnage, the number of Passengers transported, and of the receipts for Freight, Passenger Fare, Express Freight, and Extra Baggage, and for the transportation of the United States Mail, for the year ending March 31st, 1861.

Month.	Coal from Clover Hill.		Freight to and from Clover Hill.		Freight from Rich- mond to Petersburg, and vice versa.		Express Freight and Extra Baggage.		Total Tonnage.		Amount.		Through Passengers.		Local and Way Pas- sengers.		Clover Hill Passen- gers.		Total number of Pas- sengers.		Passenger Fare.		United States Mail		Express Freight and Extra Baggage.		Miscellaneous Receipts.		Total Receipts.	
	Tons.	Cts.	Tons.	Cts.	Tons.	Cts.	Tons.	Cts.	Tons.	Cts.	North.	South.	North.	South.	North.	South.	Cts.	%	Cts.	%	Cts.	%	Cts.	%	Cts.	%	Cts.	%		
1860—April.....	3,645	93	831	4,665	4,293	39	1,353	1,117	1,839	2,632	56	7,439	4,117	1,839	2,632	56	7,439	4,117	4,993	45	6,677	51	612	50	425	62	705	46	12,355	78
May.....	4,175	79	1,345	5,676	5,499	42	1,415	1,496	2,346	2,619	45	7,88	1,496	2,346	2,619	45	7,88	1,496	5,499	45	7,911	57	612	50	426	01	115	37	14,569	65
June.....	4,148	69	1,298	5,501	5,294	45	1,032	1,155	1,662	1,961	59	5,554	1,155	1,662	1,961	59	5,554	1,155	5,294	45	5,882	57	12	50	426	78	163	91	13,411	41
July.....	4,681	59	1,555	5,919	6,191	01	995	1,293	1,957	2,253	68	7,151	1,293	1,957	2,253	68	7,151	1,293	6,191	01	6,866	61	612	50	426	97	624	89	14,398	58
August.....	4,292	99	1,595	6,050	6,057	01	1,311	1,413	1,851	2,453	58	6,965	1,413	1,851	2,453	58	6,965	1,413	7,491	24	7,491	24	612	50	431	63	602	96	13,604	74
September.....	3,667	104	1,367	5,216	5,413	78	2,100	1,132	1,881	1,839	62	7,003	1,132	1,881	1,839	62	7,003	1,132	5,413	78	7,475	39	612	50	432	01	183	29	15,011	97
October.....	4,341	83	1,615	5,470	5,422	13	1,532	820	2,291	2,551	40	6,985	820	2,291	2,551	40	6,985	820	7,291	72	7,481	72	612	50	393	17	426	30	13,905	11
November.....	3,761	58	1,615	4,464	4,447	07	976	619	1,469	1,531	58	4,698	619	1,469	1,531	58	4,698	619	4,698	57	4,945	92	612	50	376	87	424	30	10,773	73
December.....	2,693	47	488	3,215	3,953	73	897	768	1,685	1,532	88	4,570	768	1,685	1,532	88	4,570	768	3,953	73	5,131	47	612	50	380	27	617	13	11,173	20
1861—January.....	2,093	25	500	3,292	3,292	92	676	724	1,397	1,413	61	4,421	724	1,397	1,413	61	4,421	724	3,292	92	4,691	73	612	50	387	17	381	57	9,990	81
February.....	3,671	99	674	4,312	4,255	95	889	831	1,597	1,738	64	5,492	831	1,597	1,738	64	5,492	831	4,255	95	4,963	35	612	50	410	74	682	82	10,773	45
March.....	4,315	169	882	5,429	5,376	56	964	782	1,677	1,731	57	5,365	782	1,677	1,731	57	5,365	782	5,376	56	5,462	46	612	50	575	88	569	81	14,795	27
Total.....	45,199	1,539	12,415	59,374	58,664	42	13,573	12,196	21,809	22,812	637	71,957	12,196	21,809	22,812	637	71,957	12,196	71,957	31	74,185	31	7,570	00	4,833	81	1,798	70	139,492	33

Annual Statement similar to the above, for the years ending April 30th, 1861, 1862, 1863, 1864, 1865, 1866, 1867, 1868, 1869, and March 31st, 1870.

Month.	Coal from Clover Hill.		Freight to and from Clover Hill.		Freight from Richmond and vice versa.		Express Freight and Extra Baggage.		Total Tonnage.		Amount.		Through Passengers.		Local and Way Passengers.		Clover Hill Passengers.		Total number of Passengers.		Passenger Fare.		United States Mail.		Express Freight and Extra Baggage.		Miscellaneous Receipts.		Total Receipts.	
	Tons.		Tons.		Tons.		Tons.		Tons.		\$	cts.	North.		South.		North.				%	cts.	%			\$	cts.	%	cts.	
1860—April.....	42	86	1,331	12,477	56,743	54	18,914	15,573	22,951	21,958	19	77,339	15,573	22,951	21,958	19	77,339	15,573	22,951	21,958	80,240	52	6,757	50	3,298	12	1,456	28	117,779	95
May.....	41	99	1,318	12,975	56,469	57	18,997	16,219	21,063	21,429	787	77,219	16,219	21,063	21,429	787	77,219	16,219	21,063	21,429	83,221	13	7,570	00	2,531	72	4,473	62	131,724	91
June.....	40	62	1,402	12,951	62,565	57	20,504	16,411	21,513	21,513	73	73,566	21,513	21,513	21,513	73	73,566	21,513	21,513	21,513	80,241	38	7,570	00	3,143	50	2,442	28	131,724	91
July.....	44	86	1,688	14,461	62,565	82	21,588	21,513	20,759	21,513	866	73,967	21,513	20,759	21,513	866	73,967	21,513	20,759	21,513	81,141	40	7,569	50	2,695	87	1,454	28	131,724	91
August.....	33	57	1,592	13,984	61,412	00	20,663	18,914	24,455	21,130	443	73,991	18,914	24,455	21,130	443	73,991	18,914	24,455	21,130	81,141	40	7,569	50	2,695	87	1,454	28	131,724	91
September.....	45	120	1,210	10,784	60,060	00	12,861	13,914	23,299	21,958	418	73,756	13,914	23,299	21,958	418	73,756	13,914	23,299	21,958	80,241	38	7,570	00	1,531	70	1,454	28	131,724	91
October.....	50	158	1,094	11,522	67,666	00	12,861	13,914	23,299	21,958	418	73,756	13,914	23,299	21,958	418	73,756	13,914	23,299	21,958	80,241	38	7,570	00	1,531	70	1,454	28	131,724	91
November.....	42	86	1,331	12,477	56,743	54	18,914	15,573	22,951	21,958	19	77,339	15,573	22,951	21,958	19	77,339	15,573	22,951	21,958	80,240	52	6,757	50	3,298	12	1,456	28	117,779	95
December.....	41	99	1,318	12,975	56,469	57	18,997	16,219	21,063	21,429	787	77,219	16,219	21,063	21,429	787	77,219	16,219	21,063	21,429	83,221	13	7,570	00	2,531	72	4,473	62	131,724	91
1861—January.....	40	62	1,402	12,951	62,565	57	20,504	16,411	21,513	21,513	73	73,566	21,513	21,513	21,513	73	73,566	21,513	21,513	21,513	80,241	38	7,570	00	3,143	50	2,442	28	131,724	91
February.....	44	86	1,688	14,461	62,565	82	21,588	21,513	20,759	21,513	866	73,967	21,513	20,759	21,513	866	73,967	21,513	20,759	21,513	81,141	40	7,569	50	2,695	87	1,454	28	131,724	91
March.....	33	57	1,592	13,984	61,412	00	20,663	18,914	24,455	21,130	443	73,991	18,914	24,455	21,130	443	73,991	18,914	24,455	21,130	81,141	40	7,569	50	2,695	87	1,454	28	131,724	91
Total.....	50	158	1,094	11,522	67,666	00	12,861	13,914	23,299	21,958	418	73,756	13,914	23,299	21,958	418	73,756	13,914	23,299	21,958	80,241	38	7,570	00	1,531	70	1,454	28	131,724	91

No. 2. RICHMOND AND PETERSBURG.

Statement of Local Passengers between Richmond and Petersburg,  
year ending March 31st, 1861.

NORTHWARDLY.								
MONTH.	Way Passengers set down.		Way Passengers taken up.		Passing to Richmond.		Total.	Grand Total.
	Whites.	Blacks.	Whites.	Blacks.	Whites.	Blacks.		
1860, April	165	16	59	10	1,504	265	1,769	1,769
May	135	38	71	23	1,504	265	1,769	1,769
June	159	14	64	22	1,480	267	1,747	1,747
July	619	23	64	11	1,480	267	1,747	1,747
Aug.	100	20	50	10	1,719	337	2,056	2,056
Sep.	80	24	48	10	1,374	267	1,641	1,641
Oct.	111	16	65	10	1,819	267	2,086	2,086
Nov.	150	6	52	10	1,165	178	1,343	1,343
Dec.	160	39	52	10	1,165	178	1,343	1,343
1861, Jan.	87	11	11	10	1,165	163	1,328	1,328
Feb.	72	9	50	11	1,137	163	1,300	1,300
Mar.	164	13	50	10	1,373	180	1,553	1,553
Total,	1,885	230	609	507	16,124	2,867	18,991	18,991

SOUTHWARDLY.								
MONTH.	Way Passengers set down.		Way Passengers taken up.		Richmond to Petersburg.		Total.	Grand Total.
	Whites.	Blacks.	Whites.	Blacks.	Whites.	Blacks.		
1860, April	187	39	69	10	1,100	265	1,365	1,365
May	171	60	65	55	1,100	763	1,863	2,516
June	167	27	95	22	1,100	100	1,200	1,692
July	652	25	38	16	1,299	267	1,566	1,566
Aug.	150	38	79	35	1,306	267	1,573	1,861
Sep.	130	38	58	20	1,318	267	1,585	1,585
Oct.	128	32	42	20	1,100	267	1,367	1,367
Nov.	169	21	65	20	1,022	267	1,289	1,289
Dec.	169	77	50	20	1,042	283	1,325	1,325
1861, Jan.	92	32	42	11	1,100	267	1,367	1,367
Feb.	84	27	46	13	1,018	135	1,153	1,217
Mar.	120	30	41	10	1,100	215	1,315	1,677
Total,	4,229	455	602	120	14,944	3,160	17,865	17,865

SUMMARY.

Northwardly..... 18,991  
Southwardly..... 17,865  
Total, ..... 36,856

## No. 3.

## RICHMOND AND PETERSBURG RAILROAD.

*Statement of Tonnage between Richmond and Petersburg for the year ending March 31st, 1861.*

## SOUTHWARDLY.

Month.	Tobacco, Hhds.	Sugar, Hhds.	Whiskey, Bbls.	Nails & Spikes, in Kegs.	Iron, lbs.	Machinery and (Castings), lbs.	Lumber, Feet.	Miscellaneous Freight, lbs.	Wagon Freight, lbs.	Tons.	Amount.
1860—April, ...	344	10	199	836	2,793	10,039	541	130,366	38,406	4,284	806 93
May, ....	183	1	135	592	12,698	19,179	....	275,169	29,300	3,361	666 82
June, ....	108	1	56	170	1,707	26,320	....	94,557	18,793	1,643 1	371 68
July, ....	60	...	55	637	3,950	31,040	....	75,461	13,017	115	314 13
Aug., ....	72	...	73	1,101	2,483	29,528	....	77,662	26,326	181 1/2	375 16
Sept., ....	85	5	210	650	4,637	50,967	476	14,917	41,850	257 1/2	529 26
Oct., ....	63	1	318	739	11,262	45,378	189	207,619	41,612	303 1/2	619 14
Nov., ....	45	1	340	384	4,543	28,824	1,222	163,269	44,148	257 1/2	508 37
Dec., ....	32	...	536	395	960	5,221	....	108,821	25,408	188 1/2	364 23
1861—Jan., ....	1	39	267	1,633	1,562	40,166	....	374,179	18,215	330 1/2	975 66
Feb., ....	118	...	210	435	21,800	24,515	....	603,955	33,507	491 1/2	868 83
March, ....	285	1	238	1,034	6,199	12,268	....	626,320	30,487	645 1/2	1,613 88
Total, .....	1,396	61	2,637	8,066	74,594	323,635	2,628	2,887,765	361,669	3,730	8,019 09

*Statement of Tonnage taken on Pilotage and Licenses for the year ending March 31st, 1861.*

NORTHWARDLY.

MONTH.	WAY FREIGHT.														
	Tobacco, Hhds.	Empty Liquor Barrels.	Empty Flour Barrels.	Cotton, Bales.	Wheat, Bushels.	Corn, Bushels.	Leather, lbs.	Domestics, Bales.	Iron, lbs.	Miscellaneous Freight.	Wood, Cords.	Miscellaneous Freight, lbs.	Lumber, Feet.	Tons.	Amount.
1859—April, .....	262	125	.....	340	.....	.....	1,579	46	2,795	75,058	100	.....	70,000	403	720 28
May, .....	1,010	165	.....	416	.....	.....	.....	80	.....	108,159	100	500	80,000	983 34	1,860 16
June, .....	1,240	148	.....	920	.....	.....	.....	10	20,920	173,063	.....	.....	35,000	1,064	1,973 06
July, .....	2,661	148	.....	41	.....	.....	.....	29	4,808	131,330	.....	30,580	45,000	1,607 34	2,887 26
Aug., .....	1,653	136	.....	163	.....	.....	.....	29	2,568	90,039	.....	148,440	20,000	1,387 34	2,412 87
Sept., .....	1,999	283	.....	51	1,872	.....	1,158	93	1,962	235,682	.....	46,000	45,000	1,108 12	1,957 12
Oct., .....	717	283	.....	91	128	.....	.....	71	400	83,958	.....	.....	20,000	650 34	1,200 21
Nov., .....	561	226	.....	159	382	.....	182	...	8,500	71,786	.....	50,506	15,000	373 34	702 26
Dec., .....	119	93	.....	156	.....	.....	.....	...	21,650	72,362	.....	30,000	5,000	273 34	479 88
1861—Jan., .....	101	25	.....	359	.....	.....	.....	...	1,033	52,379	.....	2,962	.....	170 1	372 26
Feb., .....	103	.....	.....	185	402	.....	.....	113	.....	86,208	.....	8,335	.....	182 1	379 40
March, .....	113	.....	.....	272	274	.....	.....	285	.....	73,454	...	12,973	.....	218 34	478 27
Total, .....	8,879	1,861	.....	2,396	3,038	.....	2,919	727	64,616	1,253,378	100	327,496	335,000	8,437	15,436 63

Tons transported Southwardly, .....

Amount, .....

“ “ Northwardly, .....

“ “ .....

Express Freight and Extra Baggage, .....

“ “ .....

Total, .....

“ “ .....

## RICHMOND AND PETERSBURG RAILROAD.

*Account of Through Passengers for the year ending March 31st, 1861.*

## SOUTHWARDLY.

MONTH.	From Weldon.	From Richmond.	From Petersburg.	From Washington.	From Richmond to Weldon and Gaston.		Total.
					Whites.	Blacks.	
1860, April,	120	98	342	250	273	1,363	
May,	86	295	190	217	259	1,195	
June,	101	80	278	304	221	1,053	
July,	120	88	175	261	208	947	
Aug.,	14	94	234	298	248	1,341	
Sept.,	775	200	279	379	231	2,100	
Oct.,	198	168	229	292	154	1,522	
Nov.,	36	131	97	384	220	976	
Dec.,	59	62	326	190	83	807	
1861, Jan.,	63	61	270	177	71	676	
Feb.,	37	61	278	184	199	839	
Mar.,	66	124	310	187	185	964	
Total,	2,548	1,303	1,458	3,275	2,959	2,240	13,783

## NORTHWARDLY.

MONTH.	From Washington.	From Weldon, Raleigh and Gaston.	From Weldon to Richmond.		From Petersburg.	Total.
			Whites.	Blacks.		
1860, April,		103	160	59	125	1,117
May,	725	207	198	103	118	1,408
June,		247	221	72	126	1,156
July,	100	187	282	124	125	1,423
Aug.,	641	212	281	126	153	1,413
Sept.,		370	151	90	197	1,152
Oct.,	390	154	153	62	151	820
Nov.,	263	121	82	22	121	609
Dec.,	300	167	116	26	85	708
1861, Jan.,	300	159	100	16	95	774
Feb.,	300	153	121	31	101	834
Mar.,	315	188	117	35	127	782
Total,	5,540	2,344	1,982	766	1,524	12,196

Total amount of Through Passengers, each direction,..... 25,979

## No. 5.

## RICHMOND AND PETERSBURG RAILROAD.

*Statement of the number of Passengers transported on the Road during the year ending March 31st, 1861.*

SOUTHWARDLY.			
Through Passengers,	.	.	13,783
Local Passengers,	.	.	21,809
			<hr/> 35,592
NORTHWARDLY.			
Through Passengers,	.	.	12,196
Local Passengers,	.	.	22,812
			<hr/> 35,008
Passengers between Richmond and Petersburg and			
Clover Hill,	.	.	657
			<hr/>
Total number of Passengers,	.	.	<hr/> 71,257 <hr/>

Equal to 1,497,022 Passengers transported one mile.



## No. 6.

## RICHMOND AND PETERSBURG RAILROAD.

*Statement of Coal transported from Clover Hill during the year ending  
March 31st, 1861.*

MONTH.	To Rich- mond. Bushels.	To Peters- burg. Bushels.	To Port Walthall. Bushels.	Aggregate number of bushels.	Tons.	Amount.
1860—April,	29,670	12,305	74,655	116,630	3,645	2,511 71
May,	23,175	12,110	98,325	133,610	4,175	2,818 35
June,	35,895	9,125	87,705	132,725	4,148	2,856 79
July,	26,315	18,040	84,635	128,990	4,031	2,756 47
Aug.,	49,680	20,955	66,720	137,355	4,292	3,047 89
Sept.,	57,520	33,645	26,185	117,350	3,667	2,718 71
Oct.,	75,490	33,540	29,900	138,930	4,341	3,239 90
Nov.,	72,975	32,820	12,635	118,430	3,701	2,815 52
Dec.,	59,685	17,760	6,050	83,495	2,609	2,012 72
1861—Jan.,	58,095	22,365	2,825	83,285	2,603	2,012 08
Feb.,	76,975	28,860	11,625	117,460	3,671	2,806 23
Mar.,	48,165	26,965	62,975	138,105	4,316	3,070 34
Total,	613,640	268,490	564,235	1,446,365	45,199	32,666 71

## SUMMARY.

Transported to Richmond.....	613,640 Bushels—19,176 Tons.
“ “ Petersburg.....	268,490 “ 8,390 “
“ “ Port Walthall.....	564,235 “ 17,633 “
Total,.....	1,446,365 “ 45,199 “

## No. 7.

## RICHMOND AND PETERSBURG RAILROAD.

*Monthly statement of Freight transported from Clover Hill to Richmond during the year ending March 31st, 1861.*

MONTH.	Tobacco, Hhds.	Tobacco, lbs.	Wheat, Bushels.	Wheat, lbs.	Miscella- neous Freight. lbs.	Total lbs.
1860—April,	18	26,515	.....	.....	29,820	56,335
May,	10	15,000	.....	.....	42,000	57,000
June,	8	12,000	.....	.....	15,860	27,860
July,	23	35,000	.....	.....	620	35,620
Aug.,	33	49,500	128	7,680	740	57,920
Sept.,	36	54,000	722	43,320	17,816	115,136
Oct.,	2	3,000	.....	.....	400	3,400
Nov.,	6	7,500	282	16,920	28,370	52,790
Dec.,	....	.....	.....	.....	2,570	2,570
1861—Jan.,	....	.....	.....	.....	.....	.....
Feb.,	....	.....	532	31,920	2,873	34,793
Mar.,	....	.....	204	12,240	2,238	14,478
Total,	136	202,515	1,868	112,080	143,307	457,902

Total number of tons, 229.

## No. 8.

## RICHMOND AND PETERSBURG RAILROAD.

*Statement of Tonnage transported to and from Clover Hill during the year ending March 31st, 1861.*

<i>From Clover Hill to Richmond.</i>		
Tobacco, 136 hogsheads,	Tons.	Tons.
	101 $\frac{1}{4}$	
Wheat, 1,868 bushels,	56	
Miscellaneous freight,	71 $\frac{3}{4}$	
Total,		229
<i>From Richmond to Clover Hill.</i>		
Miscellaneous freight, consisting of Groceries, Corn, Dry Goods, Castings, Furniture, Guano, &c.,	590 $\frac{1}{2}$	
Total,		590 $\frac{1}{2}$
<i>From Clover Hill to Petersburg.</i>		
Tobacco, 9 hogsheads,	6 $\frac{3}{4}$	
Wheat, 1,614 bushels,	48 $\frac{1}{2}$	
Miscellaneous freight,	.....	
Total,		55 $\frac{1}{4}$
<i>From Petersburg to Clover Hill.</i>		
Miscellaneous freight, consisting of Groceries, Guano, &c.,	46 $\frac{1}{4}$	
Total,		46 $\frac{1}{4}$
<i>From Port Walthall to Clover Hill.</i>		
Hay, Powder, Oil, Corn, &c.,	18	
Total,		18
Total tonnage, exclusive of coal,		939

## No. 9.

## RICHMOND AND PETERSBURG RAILROAD.

*Monthly statement of the amounts collected on the Passenger Trains for the transportation of Extra Baggage and Express Freight during the year ending March 31st, 1861.*

MONTH.	Extra Baggage.	Express Freight, Adams & Co.	Total.
1860—April, .....	52 00	374 62	426 62
May, .....	80 97	345 03	426 00
June, .....	35 00	262 78	297 78
July, .....	26 00	254 97	280 97
August, .....	26 47	314 56	341 03
September, .....	34 50	302 51	337 01
October, .....	44 25	349 22	393 47
November, .....	29 50	347 37	376 87
December, .....	34 20	346 07	380 27
1861—January, .....	27 90	359 27	387 17
February, .....	27 50	383 24	410 74
March, .....	23 50	552 38	575 88
Total, .....	441 79	4,190 02	4,633 81

# No. 10.

## RICHMOND AND PETERSBURG RAILROAD.

*Statement of the names and dimensions of Locomotive Engines upon the Richmond and Petersburg Railroad, and the number of miles run by each, and the cost of repairs, and of running during the year ending March 31st, 1861.*

NAME OF ENGINE.	BUILDER.	When placed on the Road.	Number of Drivers.	Diameter of Drivers in feet.	Diameter of Cylinder in inches.	Length of Stroke in inches.	Miles run with Passenger Trains.	Miles run with Freight and Passenger Trains.	Miles run with Freight Trains.	Miles run with Coal Trains.	Miles run with Gravel and Material Trains.	Miles run with Extra Trains.	Miles run with Switching Trains.	Total number of miles run.	Cost of Repairs.	Cost of Repairs to 100 miles run.	Cords of Wood used.	Number of cords of Wood used to 100 miles run.	Gallons of Oil used.	Number of gallons of Oil used to 100 miles run.	Cost of Repairs, and Oil used to 100 miles run.	REMARKS.
Phoenix,.....	Bolton & Hicks,	1838	4	4½	10	16	.....	.....	.....	.....	.....	.....	4,680	4,680	96 90	.....	183½	.....	40 ½	.....	Cost of Repairs, and Oil used to 100 miles run.	Yd Engine 'd o'r
J. H. Cox,.....	M. W. Baldwin,	1846	6	3½	12	16	.....	.....	.....	.....	.....	.....	795	795	42 91	.....	30 ½	.....	4	.....	Cost of Repairs, and Oil used to 100 miles run.	Coal " " 'd o'r
Black Diamond,....	do.	1847	6	3½	12	16	.....	.....	.....	.....	.....	.....	.....	.....	658 72	.....	610 ¾	.....	107 ½	.....	Cost of Repairs, and Oil used to 100 miles run.	" " " " 'd o'r
Peachontas,....	do.	1848	4	4½	12½	18	.....	.....	.....	.....	.....	.....	.....	.....	107 42	.....	463	.....	93 ¾	.....	Cost of Repairs, and Oil used to 100 miles run.	" " " " 'd o'r
Chesterfield,....	do.	1852	4	4½	11½	20	.....	.....	.....	.....	.....	.....	.....	.....	322 35	.....	471 ¾	.....	101	.....	Cost of Repairs, and Oil used to 100 miles run.	Pat & Fitt " " "
Henrico,.....	Burr & Ettenger	1852	4	4½	11	20	.....	2,498	.....	.....	.....	.....	.....	.....	298 20	.....	376 ¾	.....	97	.....	Cost of Repairs, and Oil used to 100 miles run.	Mat Tr'n " " "
Clover Hill,.....	J. R. Anderson,	1853	4	5	12½	20	.....	31	.....	.....	.....	.....	.....	.....	160 00	.....	645 ¾	.....	111 ½	.....	Cost of Repairs, and Oil used to 100 miles run.	Pat & Fitt " " "
M. W. Baldwin,	M. W. Baldwin,	1854	4	5	12½	20	.....	2,016	.....	.....	.....	.....	.....	.....	597 89	.....	547 ¾	.....	98 ½	.....	Cost of Repairs, and Oil used to 100 miles run.	Pat & Fitt " " "
Mazeppa,.....	R. & P. R. Co	1854	4	4	12	18	.....	4,928	.....	.....	.....	.....	.....	.....	1,593 02	.....	279 ¾	.....	64	.....	Cost of Repairs, and Oil used to 100 miles run.	Pat. Engine " " "
T. Dodamead,	U. Wells,.....	1857	4	5½	13½	34	.....	949	.....	.....	.....	.....	.....	.....	439 15	.....	151	.....	34	.....	Cost of Repairs, and Oil used to 100 miles run.	" " " " "
							30,567	11,928	253	30,474	11,507	651	5,478	90,458	4,337 49	4,79	3,778	4	751 ¾	83-100	\$11 80.	

## No. 11.

## RICHMOND AND PETERSBURG RAILROAD.

*Statement of miles run by all Trains of all kinds during the year ending  
March 31st, 1861.*

MONTH.	Passenger Trains.	Passenger and Freight Trains.	Freight Trains.	Extra Trains.	Coal Trains.	Material Trains.	Switching Trains.	Total.
1860—April, .....	2,420	1,104	.....	45	2,219	995	450	7,233
May, .....	2,596	1,210	.....	185	2,567	950	468	7,976
June, .....	2,318	1,154	.....	50	2,500	1,060	450	7,532
July, .....	2,514	1,144	.....	102	2,540	884	465	7,649
August, .....	2,568	1,201	.....	89	2,869	909	465	8,101
September, ..	2,457	1,112	.....	.....	2,645	941	450	7,605
October, .....	2,449	1,301	.....	.....	3,040	1,010	465	8,265
November, ...	2,492	1,156	.....	.....	2,640	1,033	450	7,771
December, ...	3,114	423	119	48	2,030	781	465	6,980
1861—January, .....	2,669	578	105	.....	1,896	912	465	6,625
February, ....	2,323	522	.....	.....	2,589	979	420	6,833
March, .....	2,647	623	29	132	2,939	1,053	465	7,888
Total, .....	30,567	11,528	253	651	30,474	11,507	5,478	90,458

## SUMMARY.

Miles run with Passenger Trains, .....	30,567
Passenger and Freight Trains, .....	11,528
Freight Trains, .....	253
Extra Trains, .....	651
Coal Trains, .....	30,474
Material Trains, .....	11,507
Switching Trains, .....	5,478
	<hr/> 90,458



## No. 12.

*Business of the Richmond and Petersburg Railroad during the twelve months ending March 31st, 1861.*

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 TONNAGE.

Coal transported in tons, . . . . .	45,199
Tobacco transported in hogsheads, . . . . .	10,420
Cotton transported in bales, . . . . .	2,396
Express Freight and Extra Baggage in tons, . . . . .	1,069
Total amount of freight of all kinds in tons, . . . . .	59,374
Number of tons transported one mile, . . . . .	751,133
Miles run by freight engines,* . . . . .	11,781
Miles run by coal engines, . . . . .	30,474
Receipts per mile run by freight trains in cents, . . . . .	216
Receipts per mile run by coal trains in cents, . . . . .	107

## PASSENGER TRAVEL.

Whole number of through passengers, . . . . .	25,979
Whole number of local and Clover Hill passengers, . . . . .	45,278
Total number of passengers transported, . . . . .	71,257
Passengers transported one mile, . . . . .	1,497,022
Miles run by passenger engines, . . . . .	30,567
Receipts per mile run by passenger train in cents, † . . . . .	178

## RECEIPTS OF ROAD.

From freight on coal, . . . . .	32,666 71
From miscellaneous freight, . . . . .	25,397 71
From Express Freight and Extra Baggage, . . . . .	4,633 81
Total from freight, . . . . .	62,698 23
From passenger travel, . . . . .	74,985 34
From transportation United States mail, . . . . .	7,350 00
Total from passenger and United States mail, . . . . .	82,335 34
From miscellaneous sources, . . . . .	5,398 76
Total receipts, . . . . .	\$150,432 33

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\* This includes 11,528 miles run by passenger and freight trains connected.

† This includes the mileage of freight and passenger trains when combined. The receipts per mile run from passengers by Mail and Express passenger trains are \$216½, and accommodation train 77½ cents.

## No. 13.

*List of Officers, Agents and Employees upon the Richmond and Petersburg Railroad, and pay of each, March 31st, 1861.*

Charles Ellis, President,	per annum, \$2,000 00
R. B. Haxall,	
B. W. Haxall,	
Chas. S. Mills, M. D.,	Directors.
Francis E. Rives,	
Roscoe B. Heath,	
M. W. Yarrington, Treasurer, per annum,	1,750 00
Thos. H. Wynne, Superintendent, per annum,	2,000 00
Fred'k P. Redford, Auditor and Superintendent's Clerk, per annum,	1,000 00
J. N. Parker, General Freight and Ticket Agent,	" " 1,000 00
John Nesbitt, Freight Clerk,	" " 420 00
Travers Daniel, Freight and Ticket Agent, Petersburg,	" " 800 00
E. A. Bledsoe, Freight Clerk,	" " 300 00
A. R. Smith, Agent Clover Hill,	" " 720 00
R. E. Morris, Assistant,	" " 400 00
F. W. Myer, Agent Chester and Engineer Sta'y Engine,	" " 480 00
T. W. McCrary, Conductor,	per month, 55 00
W. R. Daniel,	" " 55 00
R. E. Mitchell, Baggage Master,	" " 40 00
W. L. Yager,	" " 40 00
James Enroughty, Omnibus Manager,	" " 50 00
H. T. Metcalf, Yard Master,	" " 70 00
G. W. Curtis, Engine Runner,	" " 70 00
J. A. Mann,	" " 70 00
L. P. Jones,	" " 70 00
W. D. Jester,	" " 70 00
Wm. Jewett,	" " 70 00
John Mackin, Section Master,	" " 45 00
B. Cummings,	" " 45 00
John F. Clarke, Master Machinist,	" " 66 66
John Whitlock,	" " 65 00
J. W. Berry,	" " 75 00
J. Mittendorf, Car Inspector,	per day, 1 75
Henry Kohle, Assistant,	" " 1 25
Depot and Bridge Watchmen, average of \$1 07 per day.	
12 Free Firemen and Train hands, average price " "	1 00
2 Machinists,	" " " " 1 75
2 Apprentices,	" " " " 50
1 Blacksmith,	" " " " 1 90
4 Carpenters,	" " " " 1 58
A. M. Barrett, Painter,	1 67

## SLAVES.

At Richmond Depot and Office,	12
" " Omnibus and wagon drivers,	5
" " in shops, four of them mechanics,	5
" " Petersburg Depot,	5
" " Clover Hill and other Stations,	6
As Firemen and Train hands,	3
" Section men on repairs of road,	8
On material and Gravel Train,	7

*Statement of Materials on hand March 31st, 1861.*

Old coal car, wheels and axles fitted up,	.	.	\$300 00
New " " " " " not fitted up,	.	.	105 00
Engine and car wheels fitted up,	.	.	100 00
Axles for cars and engines not fitted up,	.	.	50 00
Iron Castings for engines and cars,	.	.	500 00
Brass " " " " " "	.	.	500 00
Copper flues " " " " " "	.	.	200 00
Iron, wire, sheet lead, packing, &c.,	.	.	20 00
Extra new work fitted up for engines,	.	.	100 00
Iron and steel,	.	.	230 00
Smoke stacks and lamps,	.	.	250 00
Car and tender springs,	.	.	150 00
Cast iron tire,	.	.	130 00
Wrought iron tire,	.	.	372 00
" " " " " " " "	.	.	150 00
Cross ties,	.	.	990 00
Railroad iron,	.	.	138 00
Lumber,	.	.	1,000 00
			<hr/>
			\$5,285 00

TWENTY-SEVENTH  
ANNUAL MEETING  
OF THE  
STOCKHOLDERS

OF THE

*Richmond & Petersburg Railroad Company,*

AT THEIR GENERAL MEETING,

AND

REPORTS

MADE

By the President, Directors and Superintendent

TO THE

STOCKHOLDERS,

MAY 27TH, 1862.

RICHMOND:  
MACFARLANE & FERGUSON, PRS.  
1862.



## TWENTY-SEVENTH

# Annual Meeting of the Stockholders,

HELD ON TUESDAY, MAY 27, 1862.

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At a meeting of the Stockholders of the Richmond and Petersburg Railroad Company, held at the office of the Company in Richmond, on Tuesday, the 27th day of May, 1862:

Gustavus A. Myers was appointed Chairman, and M. W. Yarrington Secretary.

The Chairman appointed Messrs. W. F. Watson and B. W. Haxall a committee to examine proxies.

The committee reported that they had examined the proxies, and found them to agree with the list laid before them by the Treasurer; which report was received and approved.

There being present in person and by proxy private stockholders entitled to 1,398 votes, and the proxy of the Board of Public Works, Wm. F. Watson, Esq., entitled to 932 votes, being equal to two-thirds of the votes of the private stockholders present, in all 2,330 votes, (the whole number of votes that could be given by all of the stockholders being 3,336 votes,) the meeting proceeded to business.

Whereupon the annual report of the Board of Directors, with its accompanying documents, were laid before the meeting, and after having been read and examined, on motion, were received and approved.

The following report of the committee of examination was laid before the meeting, and, on motion, was received and approved:

The committee have to report that they have made their usual examination of the road from Richmond to Petersburg, and to Port Walthall, and that while the track is not in such perfect order as it was at the last meeting of the stockholders, it is certainly in better condition than they expected to have found it, after the constant rains of the past winter and spring, and the immense amount of *extraordinarily* heavy transportation which has recently passed over it. Everything has evidently been done by the officers and agents of the company to keep the road in the best possible condition, during this severe test to which it has been subjected. The bridges are in excellent condition, and



some improvements have been made adding to their strength and durability; improvements have also been made at other points on the road, but as they will of course be mentioned in detail, in the Superintendent's report, the committee deem it unnecessary to do more than refer to them.

The James River bridge, the most important structure on this road, and of such vital necessity to all of the roads connected with it, suffered some damage from a severe storm which occurred during the month of February, tearing up a considerable extent of its flooring, but was speedily repaired, and is to all appearances, in as good condition as it was at your last annual meeting.

Your committee would call the attention of the stockholders to the importance of taking some measures, if practicable, to have the vast amount of combustible material with which the northern end of this bridge is almost surrounded, removed; these nuisances extend on one side of it from a manufactory of cartridges to within a short distance of the bridge, and an explosion occurred in this establishment a few weeks since, which had it resulted in the burning of those buildings would, in all probability, have extended to it and might have resulted in its destruction. The importance of this matter would seem to demand immediate attention, and nothing should be omitted which can possibly tend to effect this object.

A portion of the committee have examined the books in a general way, and report them accurately and neatly kept.

Respectfully submitted.

WIRT ROBINSON, *Chm'n Com.*

Messrs. Wirt Robinson, Wm. W. Harvie, T. H. Wynne, Wm. F. Watson and Dr. Levin S. Joynes, were appointed the committee of examination.

The meeting then proceeded to the election of officers, whereupon Charles Ellis, Esq., was unanimously elected President of the Company, and Messrs. Richard B. Haxall, B. W. Haxall and Dr. Charles S. Mills were unanimously elected directors on behalf of the stockholders.

Messrs. Robert Leslie and Roscoe B. Heath were announced to have been appointed directors on behalf of the State.

On motion of Wm. F. Watson, Esq.,

*Resolved*, That the President take such measures in regard to publishing the report of the President and Directors, with the accompanying documents, and proceedings of this meeting as he may deem expedient.

On motion, the meeting then adjourned.

GUSTAVUS A. MYERS, *Chairman.*

M. W. YARRINGTON, *Sec'y.*

## ANNUAL REPORT.

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The Board of Directors respectfully submit to the Stockholders their annual report and accompanying statements, exhibiting the condition of the affairs of the Company for the year ending the 31st March, 1862.

The receipts of the Company from all sources, for the past fiscal year, amount to \$300,980 88; during the same period the ordinary expenses have been \$98,047 98; extraordinary, including the purchase of an additional engine, \$8,710 42, leaving a net balance of earnings of \$194,222 48.

Out of the surplus which had accrued, the Board considered it wise to reduce the debt of the Company as much as possible; accordingly, on the 7th November last, the dividend bond due to the State, amounting to \$33,408, were paid. The Board of Public Works being of opinion that they were not authorized to execute a release of the mortgage which had been given on the works and property of the Company to secure the principal and interest of this debt, an Act of the Legislature, passed March 27th, 1862, was obtained; by reference to which it will be seen that the Company is entirely relieved from that mortgage.

There has been a farther diminution of the indebtedness of the Company by the purchase of \$13,000 of its 7 per cent. bonds, and the payment of the last of the outstanding certificates of debt for dividends and interest thereon, amounting to \$799 84. In addition, one of the 6 per cent. coupon bonds, for \$500, has been converted into Stock, thus making an aggregate reduction of debt of \$47,707 84. There remains \$24,000 of 6 per cent. convertible coupon bonds, and \$130,500 of 7 per cent. bonds, coupon and registered, in all \$154,500, as the entire funded debt of the Company, which will become due and payable in 1875.

It was found impossible to invest the remainder of the surplus in an acceptable manner; the Board, therefore, rather than permit it to remain idle in bank, determined to anticipate the usual period for a declaration of dividend, and accordingly directed that a dividend of four per cent. should be paid to the Stockholders on the 5th instant.

There has been a large increase in the income of the Company and,

of course, an increase in the expenditures to conduct the amount of transportation performed. It is but just, however, to an intelligent understanding of the true situation of the Company, to advise the Stockholders that apart from unforeseen accidents, the cash expended during the past year is not a correct index of the actual outlay which will be needed to place the roadway and rolling stock in the same state it was at the commencement of the war. Our experienced Superintendent is of opinion, that we cannot safely calculate on less than 50 per cent. of our gross earnings, large as they now are, as the proper measure of expense for conducting the transportation and maintaining the property of the Company in proper condition.

A contract has been entered into for the transportation of the Confederate States' Mail once, daily, at an annual compensation of \$3,675.

Application was made to the General Assembly for authority to connect, permanently, the tracks of the Richmond, Fredericksburg and Potomac Railroad Company, and of this Company, in Richmond, and of this Company and that of the Petersburg Railroad Company, in Petersburg. The Act passed February 1st, 1862, is herewith communicated. No action has as yet been taken under this Act in consequence of the disturbed condition of public affairs.

In December last our valuable Superintendent, Mr. T. H. Wynne, resigned his office; the Board could not but with reluctance part with so capable and experienced an officer; they have it in their power to congratulate the Stockholders at regaining the services of so entirely competent a successor as our present Superintendent, Mr. E. H. Gill.

The report of the Examining Committee and of the Superintendent, will show the condition of the roadway and rolling stock of the Company.

It is a gratifying evidence of the faithful manner in which the officers and agents of the Company have performed their duty, that more than 200,000 passengers have been safely passed over the road, and upwards of 80,000 tons of freight, a movement requiring many extra trains, much labor and unusual exertion in every department by all in the employment of the Company.

Signed on behalf of the Board of Directors.

CHARLES ELLIS, *President*.

# A BILL

*Releasing a lien to the Richmond and Petersburg Railroad Company.*

Passed March 27th, 1862.

Whereas, by an act passed on the 30th of March, 1838, entitled an act concerning the Richmond and Petersburg railroad, the board of public works was authorized to loan, on behalf of the commonwealth, to said company the sum of one hundred and fifty thousand dollars, and the company was required to execute a mortgage upon its property and tolls to secure the payment of the principal and interest of said loan: And whereas, by an act passed on the 25th of March, 1843, entitled an act converting into stock the State's loan to sundry railroad companies, and for other purposes, the said company was authorized to increase its capital to the amount of the loan aforesaid, and the board of public works was authorized to subscribe on the part of the State for the said increased capital, and to take, in exchange therefore, stock of the company to an amount equal to the principal of the debt, thus liquidating the principal, and leaving only the interest and the dividend which was then due to be paid, but the mortgage was retained to secure the payment of said interest and dividend: And whereas, by an act passed on the 28th of February, 1846, entitled an act for the relief of the Richmond and Petersburg railroad company, the said company was authorized to issue bonds bearing interest in lieu of dividends in money, which bonds were issued: And whereas, by an act passed on the 9th of March, 1850, entitled an act in relation to the Richmond and Petersburg railroad, the said company was exonerated from the payment of dividends to the State until dividends were declared alike to the State and to other stockholders, and the collection of the dividend bonds then due was suspended during the pleasure of the legislature, but the mortgage which has been given by the company was retained to secure the payment of the whole of the said debt and interest: And whereas the company, as now appears by the books of the second auditor, has paid the full amount due for said dividend bonds, principal and interest, and thus the original loan has been re-paid, the interest thereon has been satisfied, and the dividend bonds have also been paid, and there is no reason for the continuance of the lien upon the property of the company herein before mentioned, and it is therefore proper that the same be released: Therefore,

Be it enacted by the General Assembly, that the fourth section of the act entitled an act in relation to the Richmond and Petersburg railroad, passed March 9th, 1850, requiring said lien to be retained, shall be and the same is hereby repealed, and the lien of the commonwealth upon said railroad, for the debt and interest therein mentioned, shall be and is hereby released, and the said company exonerated from all claim of the commonwealth therefor.

This act shall be in force from its passage.



## AN ACT

*To provide for the more effectual and speedy transportation of freight and travel through the cities of Richmond and Petersburg.*

Passed February 1st, 1862.

Be it enacted by the General Assembly, that the Richmond, Fredericksburg and Potomac railroad company and the Richmond and Petersburg railroad company, or either of them, is hereby authorized to extend their roads, or either of them, through the city of Richmond, so as to connect with each other, and that the Richmond and Petersburg railroad company and the Petersburg railroad company, or either of them, is hereby authorized to extend their roads, or either of them, through the city of Petersburg, so as to connect with each other, and to use such connections for all their purposes of transportation in like manner as the rest of their road; Provided, however, that in making said connections, or either of them, they shall not interfere with or use the line of the connections heretofore made by authority of the Commander-in-chief of the Confederate forces in this State, without his consent thereto: And provided further, that the government of the Confederate States and the State of Virginia shall be authorized to use said connections, made by said companies, in the transportation of troops, munitions of war, and all military supplies, in the same manner and upon the terms prescribed for the use of the railroads of said companies or either of them, as now established, or may be hereafter prescribed by law.

Be it further enacted, that in order to enable the said companies to make the extensions of their roads herein provided for, it shall not be necessary to obtain the assents of either of the cities herein mentioned to carry out the objects and provisions of this act, but they are hereby authorized immediately to enter upon and occupy any real property, public or private, which may be needed to make said extensions, any law heretofore passed to the contrary, notwithstanding, and to have the same condemned: The amount of any damages for entering upon and occupying any real property, to be ascertained as now provided for by law, with regard to corporations generally: Provided, however, that no dwelling house shall be taken for the purposes aforesaid, without the consent of the owner thereof. As soon as a route is located for either of the connections authorized by this act, through either of the said cities, notice thereof shall be given by the company making it to the Common Council of such city, who, if they object to such location, may apply within ten days thereafter to the Board of Public Works to change the same, and said Board, if requested by the Common Council, shall cause surveys to be made to ascertain the practicability of making said connection by a route outside the limits of said city; and if, upon such surveys and other evidence, the Board shall be of opinion that a suitable connection can be made without passing through the city, then said connection shall be made outside the limits

thereof, but if the Board shall be of opinion that said connection ought to be made through the city, they shall cause the same to be located by such route as, in their judgment, will answer the purpose and cause the least injury to said city: Provided, that before said connection shall be made through the city of Petersburg, the company proposing to make it, shall obtain the consent of the Confederate government to abandon the connection now existing through said city as soon as the one hereby authorized is completed, and when completed such existing connection shall be no longer used: Provided further, that the connections through the said cities of Richmond and Petersburg shall be located with a grade sufficient for the transportation by steam of freight and passengers, and be opened for trade and travel simultaneously; and a failure to use or operate one of said connections shall render it illegal to use or operate the other.

The ordinances of the Convention passed on the 24th and 26th days of June, 1861, so far as the same revoke the right of either of said companies to connect the said roads, and as far as the same are in conflict with this act shall be, and the same are hereby repealed.

This act shall be in force from its passage.

A copy from the Rolls.

Teste, WM. F. GORDON, JR., C. H. D. and K. of R.



## A.

*Statement of the affairs of the Richmond and Petersburg Railroad***COST OF ROAD AND PROPERTY.**

From Richmond to Petersburg, including interest, per statement A No. 1, .....	922,822 39	
Branch road to Port Walthall, including purchase of land, wharves, coal tracts and cars, .....	45,539 09	
	<hr/>	968,361 48
Reconstruction of road, .....		219,852 50
Land purchase, .....		22,428 26

**DEBTS DUE TO THE COMPANY.**

This Company's stock taken for debt, .....	5,376 06	
Open accounts, .....	32,794 89	
	<hr/>	38,170 95
Cash on hand, .....		83,541 51

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**\$1,332,354 70**

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*Company, from the commencement of the work to the 1st day of April, 1862.*

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CAPITAL STOCK.

Subscribed by individuals,	3,000 shares,	300,000 00	
Converted loan stock at \$50,	3,020 "	151,000 00	
		<hr/>	451,000 00
Subso'd by the State, old stock,	2,000 "	200,000 00	
new stock,	1,856 "	185,600 00	
		<hr/>	385,600 00
			<hr/> 836,600 00
9,876 shares entitled to equal dividends.			

DEBTS DUE BY THE COMPANY.

Coupon bonds due June 1st, 1875,.....	79,500 00	
Registered bonds due June 1st, 1875,.....	51,000 00	
Coupon bonds due July 1st, 1875,.....	24,000 00	
Unclaimed dividends,.....	6,420 00	
Bills payable,...	769 71	
Open accounts,.....	13,236 20	
	<hr/>	174,925 91
Profit and loss,...		320,828 79
		<hr/>
		<hr/> \$1,332,354 70

M. W. YARRINGTON, *Treasurer.*

*Richmond, April 1st, 1862.*

## A No. 1.

*Heads of Expenditure for construction of Road and purchase of Property to  
1st April, 1862.*

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Preliminary surveys, - - - - -	2,896	87
Contingent expenses, - - - - -	2,675	69
Purchase of Manchester and Petersburg Turnpike stock, -	23,841	35
Engineering expenses, - - - - -	32,403	99
Real property in Richmond, - - - - -	21,917	24
“ “ Pocahontas, - - - - -	3,200	00
“ “ Petersburg, - - - - -	1,928	35
“ “ Chester, - - - - -	900	00
Land damages, - - - - -	22,802	26
Graduation, - - - - -	168,373	32
Superstructure, - - - - -	111,510	09
Masonry, - - - - -	72,223	29
James River Bridge—Masonry, - - - - -	49,783	03
Superstructure, - - - - -	86,050	15
	<hr/>	135,833 18
Falling Creek Bridge, - - - - -	10,889	30
Swift Creek Bridge, - - - - -	10,027	79
Kingsland Creek Bridge, - - - - -	5,496	42
Depots and work shops, - - - - -	13,106	72
Richmond Depot, - - - - -	44,029	05
Manchester Depot, - - - - -	3,359	04
Water Station, - - - - -	1,181	54
Pocahontas Depot, - - - - -	8,011	79
Locomotive, engines and cars, - - - - -	97,508	69
Omnibus, - - - - -	1,639	83
Officers' salaries, - - - - -	5,717	33
Repairs of Turnpike at the date of purchase, - - - - -	1,389	97
Interest on loans, - - - - -	113,099	57
Premium on sterling bills, and commission on paying loan due in England, - - - - -	6,859	72
	<hr/>	119,959 29
		<hr/>
		922,822 89
		<hr/>

M. W. YARRINGTON, *Treasurer.*

*Richmond, April 1st, 1862.*

## B.

*Statement of Financial Affairs within the year Ending March 31st, 1862.*

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Cash on hand March 31st, 1861, - - -		7,553 77
Debts due to the Company—Increased this sum,	11,541 42	
Transportation—Received this sum, - -		300,980 88
Transportation—Received from Manchester and Petersburg Turnpike, - - - -		115 10
Transportation—Received from Omnibus expenses this sum, - - - -		662 24
Capital Stock—Increased this sum, - - -		500 00

## DISBURSEMENTS.

Land Purchase—Increased this sum, - - -	1,162 42	
Debts due by the Company—Decreased this sum,	36,847 98	
Ordinary expenses - - - -	106,844 89	
Interest—Paid this sum, - - - -	11,217 77	
Dividends—Paid this sum, - - - -	58,656 00	
Cash on hand March 31st, 1862, - - -	83,541 51	
	<hr/>	<hr/>
	309,811 99	309,811 99
	<hr/>	<hr/>

M. W. YARRINGTON, *Treasurer.*

*Richmond, April 1st, 1862.*

## C.

*Statement of Income from Transportation from April 1st, 1861, to March 31st, 1862.*

DATE.	Through Travel.	Local Travel.	Local Freight.	Extra Baggage.	Express Freight.	Freight on Coal from Clover Hill.	Clover Hill Travel.	Clover Hill Freight.	Transportation of mail.	Miscellaneous receipts.	TOTAL.
1861—April,	3,108 10	3,706 20	1,873 72	31 50	321 43	2,944 39	46 38	126 54	612 50	168 08	12,938 84
" May,	3,124 75	4,399 75	2,252 23	152 05	647 09	3,173 29	39 51	142 28	612 50	471 35	15,014 80
" June,	2,570 25	11,549 42	3,615 16	56 75	1,376 50	2,609 74	25 27	34 20	306 25	655 48	22,799 02
" July,	3,515 39	16,384 68	3,140 61	83 95	1,842 50	3,009 89	43 66	118 19	306 25	419 17	28,864 29
" August,	3,930 32	5,268 48	4,148 39	119 50	1,897 30	3,379 43	66 43	115 85	306 25	609 70	19,841 65
" September,	3,346 36	17,771 24	5,033 42	59 10	1,665 21	3,381 80	40 24	103 82	306 25	359 99	32,067 43
" October,	3,336 56	5,440 09	3,707 23	65 50	2,912 50	3,770 66	56 50	56 95	306 25	919 07	20,571 31
" November,	2,932 75	13,509 62	6,666 01	84 75	2,489 87	3,522 36	40 07	106 13	306 25	608 35	30,266 16
" December,	3,950 37	7,039 41	3,776 19	109 60	2,970 97	3,105 36	28 02	119 66	306 25	335 59	20,841 42
1862—January,	2,818 42	17,256 20	3,243 67	115 30	2,566 00	3,045 72	70 75	111 18	306 25	1,079 38	30,612 87
" February,	2,810 35	13,196 55	10,659 58	81 00	2,112 16	3,164 28	117 59	61 40	306 25	560 15	33,069 31
" March,	2,652 31	14,571 56	9,070 40	111 75	2,039 85	3,508 62	120 03	127 25	306 25	1,585 76	34,093 78
Total.	37,195 93	130,093 20	57,186 61	1,070 75	22,841 38	38,615 54	694 45	1,223 45	4,287 50	7,772 07	300,980 88

M. W. YARRINGTON, *Treasurer.*

*Richmond, April 1st, 1862.*

## D.

*Statement of Transportation Expenses from April 1st, 1861, to April 1st, 1862.*

## ORDINARY.

Repairs of road,.....	\$14,193 84
Repairs of bridges,.....	2,501 02
Repairs of depots and water stations,.....	3,684 65
Repairs of locomotive engines and tenders,.....	13,541 02
Repairs of passenger, mail and baggage cars,.....	3,675 25
Repairs of freight cars and flats,.....	3,073 41
Repairs of coal cars,.....	3,445 33
Repairs of shop tools and machinery,.....	978 68
Oil and tallow,.....	4,644 74
Cotton waste,.....	494 96
Wood,.....	7,219 35
Train expenses,.....	14,032 67
Depot expenses,.....	13,056 80
Postage, stationery and printing,.....	509 85
Officers' salaries,.....	5,875 02
Insurance,.....	1,907 50
Tax account,.....	719 14
Cattle killed by trains,.....	125 00
Lost and damaged goods,.....	2,480 89
Miscellaneous expenses,.....	1,008 95
New buildings,.....	57 75
Through travel expenses,.....	1,168 35
Omnibus expenses,.....	490 45
Clover Hill transportation expenses,.....	6,640 19
New passenger, mail and baggage cars,.....	546 75
New coal cars,.....	686 84
Manchester and Petersburg Turnpike,.....	86 49
	<hr/>
	\$106,844 89

M. W. YARRINGTON, *Treasurer.*

*Richmond, April 1st, 1882.*



## E.

*Comparative Statement of the business of the Richmond and Petersburg Railroad Company, the year ending March 31st, 1861, and the year ending March 31st, 1862.*

	1861.	1862.	In 1862.	
			Decrease of Dr., and increase of Cr.	Increase of Dr., and decrease of Cr.
Cash, .....	7,553 77	83,541 51		75,987 74
Debts due to the Company, ..	20,348 53	38,170 95		17,822 42
Bills receivable, .....	6,281 00		6,281 00	
Cost of road and property, ..	922,822 39	922,822 39		
Cost of branch road and pro- perty, .....	45,539 09	45,539 09		
Reconstruction of road, ....	219,852 50	219,852 50		
Land purchase, .....	21,265 84	22,428 26		1,162 42
	1,243,663 12	1,332,354 70		
Capital stock, .....	836,100 00	836,600 00	500 00	
Dividends due to the State, ..	33,408 00			33,408 00
Certificates of debt for divi- dends, .....	670 77			670 77
Open accounts due by the Company, .....	5,237 29	19,656 20	14,418 91	
Coupon bonds due June 1st, 1875, .....	143,500 00	79,500 00		64,000 00
Registered bonds due June 1st, 1875, .....		51,000 00	51,000 00	
Coupon bonds due July 1st, 1875, .....	24,500 00	24,000 00		500 00
Bills payable, .....	4,457 83	769 71		3,688 12
Profit and loss, .....	195,789 23	320,828 79	125,039 56	
	1,243,663 12	1,332,354 70	197,239 47	197,239 47

M. W. YARRINGTON, *Treasurer.*

*Richmond, April 1st, 1862.*

# SUPERINTENDENT'S REPORT.

GENERAL SUPERINTENDENT'S OFFICE, }  
 RICHMOND AND PETERSBURG RAILROAD, }  
*Richmond, April 1st, 1862.* }

CHARLES ELLIS, ESQ., *President,*

DEAR SIR—I respectfully submit the following report of the operations of the road, for the fiscal year which has just terminated:

## RECEIPTS OR EARNINGS.

From transportation of passengers,	167,983 58
“ extra baggage and express freight,	23,912 13
“ mails, . . . . .	4,287 50
“ transportation of freight,	97,025 60
“ miscellaneous sources,	7,772 07
<b>Total receipts or earnings,</b>	<u>\$300,980 88</u>

## EXPENSES OF WORKING THE ROAD.

For repairs of road,	14,193 84
“ repairs of bridges, and watching,	2,501 02
“ repairs of depots and water stations,	3,684 65
“ repairs of engines and tenders,	7,291 02
“ repairs of passenger, mail and baggage cars,	3,675 25
“ repairs of freight cars and flats,	3,073 41
“ repairs of coal cars,	3,445 33
“ repairs of shop tools and machinery,	978 68
“ oil, tallow and grease,	4,664 74
“ cotton waste,	494 96
“ wood,	7,219 35
“ train expenses, including the pay of conductors, baggage masters, engineers, firemen, brake- men, &c.,	<u>14,032 67</u>
<b>Amount carried forward,</b>	<u>65,254 92</u>

Amount brought forward, . . . . .	65,254 92	\$300,980 88
For depot expenses, including the pay of agents, hands and watching, . . . . .	13,056 80	
“ postage, stationery and printing, . . . . .	509 85	
“ officers’ salaries, . . . . .	5,875 02	
“ insurance and miscellaneous expenses, . . . . .	2,916 45	
“ taxes, . . . . .	719 14	
“ cattle killed by trains, . . . . .	125 00	
“ lost and damaged goods and baggage, . . . . .	2,480 89	
“ through travel expenses, . . . . .	1,168 35	
“ omnibus expenses, . . . . .	490 45	
“ Clover Hill transportation expenses, . . . . .	6,640 19	
“ new buildings, . . . . .	57 75	
“ new cars, . . . . .	546 75	
“ new coal cars, . . . . .	686 84	
“ new locomotive engines, . . . . .	6,250 00	
Total expenses, . . . . .	<hr/>	106,758 40
Leaving a net balance of receipts of . . . . .		<hr/> \$194,222 48

Being over sixty-four and one-half per cent.

The extraordinary expenses for the year are embraced in the above, and are as follows :

New buildings, . . . . .	57 75
New cars, . . . . .	546 75
New coal cars, . . . . .	686 84
New engine, . . . . .	6,250 00
Railroad iron, . . . . .	1,169 08
Sum total of extraordinary expenses, . . . . .	<hr/> \$8,710 42

The receipts compared with those of the last fiscal year, exhibit an increase of \$150,548 55, and the expenses an increase of \$32,986 03.

#### TONNAGE.

The tonnage, exclusive of coal, express freight, and extra baggage, amounts to 24,325 tons, and the receipts from this tonnage amount to \$58,410 06, or \$2 40 per ton.

The coal transported amounts to 50,608 tons, delivered as follows:

At Richmond, . . . . .	32,259 tons.
At Port Walthall, . . . . .	5,979 “
At Petersburg, . . . . .	12,370 “

The receipts from the transportation of coal amount to \$38,615 54, being at the rate of 76 30-100 cents per ton, or \$1.08 per mile run.

The freight of all kinds transported during the year, amounts to 80,750 tons, and the number of tons transported one mile is 2,151,954.

#### PASSENGERS.

The number of passengers transported amounts to 202,303, of these 20,478 were through, 723 were Clover Hill, and the balance were troops and local passengers. The receipts from passenger fare amount to \$167,988 58, or 83 30-100 cents per passenger, and the total movement of passengers, or number transported one mile is 4,384,928. In addition to the above, there were 3,500 free passengers transported.

#### EXPRESS FREIGHT AND EXTRA BAGGAGE.

The receipts from express freight and extra baggage amount to \$23,912 13. The receipts per mile run of all the trains amount to \$2 91, and the expenses per mile run of all the trains amount to \$1 03.

For full statements in detail, relative to the freight and travel, I refer you to the accompanying tables marked Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9 and 12.

#### THE ROAD.

The road is in as good condition as could reasonably be expected after the continued heavy rains of the winter and spring, which prevented the usual repairs from being made. During the year 5,841 new cross ties have been laid, and it will be necessary to lay about 8,000 more during the present year.

#### BRIDGES.

The bridges are in good order. On the 24th of February about 600 feet of the roof or flooring of the James River bridge, together with the track, was removed by a violent storm of wind, and a large portion of it precipitated into the river, and the running of the trains from Richmond suspended for about two days.

#### BUILDINGS.

The buildings, with some exceptions, are in a good state of preser-

vation. On the 24th of February, the frame engine house at Chester was blown down, and the materials so much injured and broken as to be useless. A new dwelling house for the use of the Section Master has been erected at Swift Creek.

#### LOCOMOTIVE ENGINES.

The engines, with the exception of one, which is undergoing repairs, are in running order; there are ten in number, one of which, the Tecumseh, was purchased from the Richmond, Fredericksburg and Potomac Company for \$6,250 in February.

The engine, J. H. Cox, which was unfit for service, being worn out, was broken up last summer, and the parts not wanted for the repairs of other engines were sold. The Cox was built in 1846.

The number of miles run by the engines amounts to 103,654, and the cost of the engine repairs to 7.03 cents per mile run.

For the cost of repairs, miles run by each engine, and other information relative to the engines, I refer you to tables Nos. 10 and 11.

#### ROLLING STOCK OR CARS.

The cars, though not in good order, considering their constant use, and but little time being allowed for their repair, and the large number of troops which have been transported in them during the last year, are in as good condition as could be expected. There are 7 first and 5 second class passenger cars, 3 baggage and mail cars, 23 box and 2 stock cars, 22 flats, 7 seventy-five bushel, 7 eighty bushel, 52 one hundred bushel, 77 one hundred and twenty-five bushel, and 3 one hundred and fifty bushel coal cars, 5 dirt, 3 crank and 3 pole cars.

#### OMNIBUSSES.

The through travel arrangements at Richmond having been discontinued last spring, the omnibusses were laid up and the horses sold.

#### MATERIALS ON HAND.

The value of the materials on hand, consisting of iron, steel, castings, lumber, ties, wood, oil, paints, provisions, &c., amounts to \$12,095, for an inventory of which I refer you to table marked No. 14.

## ACCIDENTS RESULTING IN LOSS OF LIFE.

On the 6th of November a slave belonging to Mr. Henry Winfree, employed as a brakeman, was knocked off a train by a bridge and killed.

On the 9th of February a slave hired of Mr. H. B. Homes, while coupling some cars at Clover Hill, got hurt, and shortly afterwards died from the injury.

For a list of the names of the officers, agents and employees of the Company, and the pay of each, I refer you to statement marked No. 13.

In closing this report I take occasion to remark that the duties devolved upon the agents and employees of the Company during the past year in transporting troops and munitions of war have been very laborious, but they have been performed cheerfully, and in a highly satisfactory manner.

Respectfully submitted.

E. H. GILL,  
*General Superintendent.*



## No. 1—RICHMOND AND PETERSBURG RAILROAD.

*Monthly statement of the Tonnage, the number of Passengers transported, and of the receipts for Freight, Passenger fare, Express Freight, and Extra Baggage, and for the transportation of the United States Mail, for the year ending March 31st, 1862.*

Month.	Tons.	Tons.	Tons.	Total Tonnage.	Amount.	Through Passengers.	Local and Way pas- sengers.	Local and Way pas- sengers.	Clover Hill Passengers	Total number of Pas- sengers.	Passengers' Fare.	United States Mail.	Express Freight and Extra Baggage.	Miscellaneous receipts	Total receipts.		
		Tons.	Tons.		\$ cts.	South.	North.	South.	North.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.		
1861—April,	4,159	62 ½	873	5,177 ½	4,944 65	883	1,635	1,839	2,098	42	6,497	6,860 68	612 50	352 93	168 08	12,938 84	
May,	4,299	81 ½	1,036 ½	5,594	5,567 80	611	966	2,310	2,704	33	6,624	7,564 01	612 50	799 14	471 35	15,014 80	
June,	3,466	19 ½	1,594 ½	5,429 ½	6,259 10	470	631	4,058	11,189	31	16,379	14,144 94	306 25	1,433 25	655 48	22,799 02	
July,	3,950	58 ½	1,496 ½	5,974	6,268 69	751	1,091	3,266	17,126	41	22,275	19,943 73	306 25	1,926 45	419 17	28,864 29	
August,	4,336	56 ½	2,047	6,926	7,643 67	947	1,214	4,149	20,855	67	27,232	9,265 23	306 25	2,016 80	609 70	19,841 65	
September,	4,378	52	2,603 ½	7,455 ½	8,519 04	839	1,129	4,527	9,858	47	16,400	21,157 84	306 25	1,724 31	359 99	32,067 43	
October,	4,852	27	1,808	734 ¾	7,421 ½	1,011	935	9,711	6,577	64	18,298	8,833 15	306 25	2,978 00	919 07	20,571 31	
November,	4,544	64 ½	3,720	631	8,959 ½	998	770	6,503	8,886	35	17,192	16,482 44	306 25	2,574 62	608 35	30,266 16	
December,	3,995	57 ½	2,358 ½	753 ½	7,164 ½	850	815	8,632	4,876	25	15,198	10,117 80	306 25	3,080 57	335 59	20,841 42	
1862—January,	3,937	49 ½	1,490 ½	632 ½	6,129 ½	667	821	6,489	5,164	75	13,216	9,015 37	306 25	2,681 30	1,079 38	30,612 87	
February,	4,188	21	1,409	536	6,154	566	620	8,406	9,108	116	18,816	16,124 49	306 25	2,193 16	560 15	33,069 31	
March,	4,504	54 ½	3,284 ½	521 ½	8,364	738	520	11,288	11,483	147	24,176	17,343 90	306 25	2,151 60	1,585 76	34,093 78	
Total,	50,608	604	23,721	5,817	80,750	97,025 60	9,331	11,147	71,178	109,924	723	202,303	167,983 38	4,287 50	23,912 13	7,772 07	300,880 88
Annual statement, similar to the above, for the years ending April 30th, 1854, 1855, 1856, 1857, 1858, 1859, and March 31st, 1860, 1861.																	
1861,	44,199	939	12,167	59,374	58,064 42	13,783	12,196	21,809	23,812	657	71,257	74,985 34	7,350 00	4,633 81	5,598 76	150,432 33	
1860,	42,857	1,351 ½	12,477	57,269 ½	56,743 53	18,244	15,738	20,961	21,908	739	77,590	80,260 52	6,737 50	3,338 13	4,825 38	151,905 06	
1859,	44,992	1,318 ½	12,975	59,461 ¾	59,460 77	18,497 ½	15,265	21,466	21,499	587	77,244	83,226 63	7,350 00	3,031 72	4,473 04	157,542 16	
1858,	49,022	1,402 ½	12,582	63,424 ½	62,235 97	20,504	18,619	21,525	21,514	757	83,355	88,421 58	7,378 80	3,143 30	3,638 36	156,908 03	
1857,	44,836	1,685	14,461	61,700	63,326 82	22,838	21,271	20,872	21,536 ¾	896	99,896	84,421 80	7,759 51	2,095 84		157,408 97	
1856,	36,857	1,392	9,899	58,671	61,412 00	20,053	18,514	20,357	21,160	443	88,920	81,255 41	7,536 16	2,465 69		151,947 53	
1855,	53,470	1,210	10,784	59,780	65,000 00	15,646	13,284	20,720	21,098	487	78,037	69,867 50	7,350 00	1,854 68		145,701 89	
1854,	45,438	1,096	11,722	74,989	67,000 00	13,991	15,652	23,727	21,679	487	80,760	63,383 00	7,331 25	1,762 33		139,437 70	

*Annual statement, similar to the above, for the years ending April 30th, 1854, 1855, 1856, 1857, 1858, 1859, and March 31st, 1860, 1861.*

	44,199	939	12,167	1,069	59,374	58,064 42	13,783	12,196	21,809	22,812	657	71,257	74,985 31	7,350 00	4,633 81	5,398 76	150,432 33
1861,	44,199 <td>939<td>12,167<td>1,069<td>59,374<td>58,064 42<td>13,783<td>12,196<td>21,809<td>22,812<td>657<td>71,257<td>74,985 31<td>7,350 00<td>4,633 81<td>5,398 76<td>150,432 33</td></td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	939 <td>12,167<td>1,069<td>59,374<td>58,064 42<td>13,783<td>12,196<td>21,809<td>22,812<td>657<td>71,257<td>74,985 31<td>7,350 00<td>4,633 81<td>5,398 76<td>150,432 33</td></td></td></td></td></td></td></td></td></td></td></td></td></td></td>	12,167 <td>1,069<td>59,374<td>58,064 42<td>13,783<td>12,196<td>21,809<td>22,812<td>657<td>71,257<td>74,985 31<td>7,350 00<td>4,633 81<td>5,398 76<td>150,432 33</td></td></td></td></td></td></td></td></td></td></td></td></td></td>	1,069 <td>59,374<td>58,064 42<td>13,783<td>12,196<td>21,809<td>22,812<td>657<td>71,257<td>74,985 31<td>7,350 00<td>4,633 81<td>5,398 76<td>150,432 33</td></td></td></td></td></td></td></td></td></td></td></td></td>	59,374 <td>58,064 42<td>13,783<td>12,196<td>21,809<td>22,812<td>657<td>71,257<td>74,985 31<td>7,350 00<td>4,633 81<td>5,398 76<td>150,432 33</td></td></td></td></td></td></td></td></td></td></td></td>	58,064 42 <td>13,783<td>12,196<td>21,809<td>22,812<td>657<td>71,257<td>74,985 31<td>7,350 00<td>4,633 81<td>5,398 76<td>150,432 33</td></td></td></td></td></td></td></td></td></td></td>	13,783 <td>12,196<td>21,809<td>22,812<td>657<td>71,257<td>74,985 31<td>7,350 00<td>4,633 81<td>5,398 76<td>150,432 33</td></td></td></td></td></td></td></td></td></td>	12,196 <td>21,809<td>22,812<td>657<td>71,257<td>74,985 31<td>7,350 00<td>4,633 81<td>5,398 76<td>150,432 33</td></td></td></td></td></td></td></td></td>	21,809 <td>22,812<td>657<td>71,257<td>74,985 31<td>7,350 00<td>4,633 81<td>5,398 76<td>150,432 33</td></td></td></td></td></td></td></td>	22,812 <td>657<td>71,257<td>74,985 31<td>7,350 00<td>4,633 81<td>5,398 76<td>150,432 33</td></td></td></td></td></td></td>	657 <td>71,257<td>74,985 31<td>7,350 00<td>4,633 81<td>5,398 76<td>150,432 33</td></td></td></td></td></td>	71,257 <td>74,985 31<td>7,350 00<td>4,633 81<td>5,398 76<td>150,432 33</td></td></td></td></td>	74,985 31 <td>7,350 00<td>4,633 81<td>5,398 76<td>150,432 33</td></td></td></td>	7,350 00 <td>4,633 81<td>5,398 76<td>150,432 33</td></td></td>	4,633 81 <td>5,398 76<td>150,432 33</td></td>	5,398 76 <td>150,432 33</td>	150,432 33
1860,	42,857 <td>1,351 ½</td> <td>12,477 ½</td> <td>583 ½</td> <td>57,269 ½</td> <td>56,743 53</td> <td>18,244</td> <td>15,738</td> <td>20,961</td> <td>21,908</td> <td>739</td> <td>77,590</td> <td>80,260 52</td> <td>6,737 50</td> <td>3,338 13</td> <td>3,825 38</td> <td>151,905 06</td>	1,351 ½	12,477 ½	583 ½	57,269 ½	56,743 53	18,244	15,738	20,961	21,908	739	77,590	80,260 52	6,737 50	3,338 13	3,825 38	151,905 06
1859,	44,992 <td>1,318 ½</td> <td>12,975</td> <td>446 ½</td> <td>59,731 ½</td> <td>59,460 77</td> <td>18,497 ½</td> <td>15,265</td> <td>21,466</td> <td>21,429</td> <td>587</td> <td>77,244 ½</td> <td>83,226 63</td> <td>7,350 00</td> <td>3,031 72</td> <td>4,473 04</td> <td>157,542 16</td>	1,318 ½	12,975	446 ½	59,731 ½	59,460 77	18,497 ½	15,265	21,466	21,429	587	77,244 ½	83,226 63	7,350 00	3,031 72	4,473 04	157,542 16
1858,	49,032	1,402 ½	12,582	417	63,424 ½	62,225 97	20,504	18,619	21,525	21,514	757	83,355	80,521 58	7,758 80	3,143 30	3,638 38	156,908 03
1857,	44,836	1,685	14,461	338	61,700	63,396 82	22,838	21,271	20,872	21,536 ½	896	99,896 ½	84,421 80	7,559 51	2,095 84	157,408 97	
1856,	36,857	1,392	9,899	298	58,671	61,412 00	20,053	18,514	20,357	21,160	442	88,920	81,255 41	7,536 16	2,465 69	151,947 53	
1855,	45,430	1,210	10,784		59,780	65,000 00	15,646	13,284	20,720	21,098	418	78,037	69,867 50	7,350 00	1,854 68	145,701 89	
1854,	53,478	1,096	11,722		74,989	67,000 00	13,891	15,652	23,727	21,679	487	80,760	63,383 00	7,331 25	762 33	139,437 70	

## No. 2.—RICHMOND AND PETERSBURG RAILROAD.

*Statement of Local Passengers between Richmond and Petersburg for the year ending March 31st, 1862.*

## NORTHWARDLY.

MONTH.	Way Passen- gers set down.		Way Passen- gers taken up.		Petersburg to Richmond.		Total.		Grand Total.
	Whites.	Blacks.	Whites.	Blacks.	Whites.	Blacks.	Whites.	Blacks.	
1861, Ap'l	116	14	39	21	1,704	204	1,859	239	2,098
May	118	17	46	25	2,310	188	2,474	230	2,704
June	173	16	26	8	10,819	147	11,018	171	11,189
July	128	14	29	14	16,750	191	16,907	219	17,126
Aug.	87	27	38	15	20,362	326	20,487	368	20,855
Sept.	128	11	29	15	9,363	312	9,520	338	9,858
Oct.	103	28	30	10	6,154	252	6,287	290	6,577
Nov.	102	25	33	23	8,348	355	8,483	403	8,886
Dec.	114	55	48	58	4,189	412	4,351	525	4,876
1862, Jan.	180	21	100	46	4,202	615	4,482	682	5,164
Feb.	192	22	60	43	8,309	482	8,561	547	9,108
Mar.	219	26	48	31	10,769	390	11,036	447	11,483
Total,	1,660	276	526	309	103,279	3,874	105,465	4,459	109,924

## SOUTHWARDLY.

MONTH.	Way Passen- gers set down.		Way Passen- gers taken up:		Richmond to Petersburg.		Total.		Grand Total.
	Whites.	Blacks.	Whites.	Blacks.	Whites.	Blacks.	Whites.	Blacks.	
1861, Ap'l	127	28	31	16	1,400	237	1,558	281	1,839
May	132	16	29	12	1,940	181	2,101	209	2,310
June	187	17	28	9	3,671	146	3,886	172	4,058
July	98	11	44	6	2,907	200	3,049	217	3,266
Aug.	89	19	46	16	3,697	282	3,832	317	4,149
Sept.	117	16	46	17	4,003	328	4,166	361	4,527
Oct.	97	18	36	19	9,133	408	9,266	445	9,711
Nov.	118	18	34	18	5,829	486	5,981	522	6,503
Dec.	132	87	28	38	7,871	476	8,031	601	8,632
1862, Jan.	213	32	47	16	5,714	467	5,974	515	6,489
Feb.	208	31	62	29	7,658	418	7,928	478	8,406
Mar.	184	23	70	21	10,665	325	10,919	369	11,288
Total,	1,702	316	501	217	64,448	3,954	66,691	4,487	71,178

## SUMMARY.

Northwardly,.....109,924

Southwardly,.....71,178

Total, .. .....181,102

## No. 3.

## RICHMOND AND PETERSBURG RAILROAD.

Statement of Tonnage between Richmond and Petersburg for the year ending March 31st, 1862.

## SOUTHWARDLY.

Month.	Tobacco, Hhds.	Sugar, Hhds.	Whiskey, Bbls.	Nails and Spikes in kegs.	Iron, Lbs.	Machinery and Castings, Lbs.	Lumber, Feet.	Miscellaneous Freight, Lbs.	Way Freight, Lbs.	Tons.	Amount.
1861—April,	133	41	200	1,034	21,759	5,315	...	630,430	28,688	552 $\frac{3}{4}$	1,252 60
May,	90	62	123	659	39,955	10,931	2,000	855,285	17,849	629 $\frac{1}{2}$	1,433 94
June,	56	..	318	956	100,474	12,117	2,443	1,899,009	9,510	1,169	2,787 65
July,	125	31	624	254	125,276	52,245	...	813,560	4,497	750 $\frac{1}{4}$	1,722 55
August,	268	4	226	786	171,372	27,273	...	408,157	5,516	596 $\frac{1}{4}$	1,248 54
Sept.,	102	14	289	723	139,033	6,113	...	484,436	7,027	497 $\frac{1}{4}$	967 50
Oct.,	170	..	290	1,223	203,469	37,468	672	737,721	2,812	789 $\frac{1}{4}$	1,416 54
Nov.,	28	9	904	2,380	128,023	24,775	...	1,375,940	7,391	410	1,727 99
Dec.,	7	2	496	1,870	55,341	5,298	...	537,830	7,426	506 $\frac{1}{4}$	1,042 10
1862—Jan.,	..	1	998	2,934	85,622	7,144	...	487,613	5,746	647 $\frac{1}{2}$	1,179 61
Feb.,	..	..	251	1,068	103,874	4,174	...	399,119	8,300	347	743 68
March,	11	..	..	2,428	161,504	3,283	...	329,592	6,295	433	700 73
Total,	998	164	4,719	16,315	1,335,702	196,136	5,115	8,958,692	111,057	7,329	16,223 43

## Statement of Tonnage between Petersburg and Richmond for the year ending March 31st, 1862.

## NORTHWARDLY.

Month.	Tobacco, Hhds.	Empty Liquor Barrels.	Empty Flour Barrels.	Cotton, Bales.	Wheat, Bushels.	Corn, Bushels.	Leather, Lbs.	Domestics, Bales.	Iron, Lbs.	Miscellaneous Freight.	Way Freight.	Tons.	Amount.
1861—April,	285	..	..	53	..	..	7,156	50	1,458	184,474	..	320½	621 12
May,	46	..	..	603	70	..	1,085	176	42,965	331,171	1,639	407	818 29
June,	45	..	..	357	..	..	3,478	655	26,924	331,514	999	425½	827 51
July,	223	..	..	243	..	..	3,170	361	8,614	899,992	2,000	716	1,418 06
August,	683	..	..	641	68	..	6,908	706	23,557	1,284,305	5,000	1,4504	2,899 85
Sept.,	382	..	..	149	50	430	5,163	873	69,573	3,154,430	30,000	2,106	4,065 92
Oct.,	138	..	..	524	..	..	1,106	919	159,041	1,098,610	24,360	1,018½	2,290 69
Nov.,	8	..	..	180	..	..	..	260	33,456	6,259,496	8,400	3,310	4,938 02
Dec.,	58	..	..	496	166	20	276	292	53,495	3,163,427	1,950	1,852½	2,734 09
1862—Jan.,	17	467	..	246	..	..	5,517	353	217,268	1,171,966	1,328	843	2,064 06
Feb.,	27	201	..	586	..	..	1,557	155	242,357	1,529,168	..	1,062	9,915 90
March,	10	..	..	1,497	..	..	2,966	209	251,806	4,573,191	120	2,851½	8,369 67
Total,	1,922	668	..	5,575	354	450	38,412	5,009	1,130,514	23,981,744	75,796	16,392	40,963 18

Tons transported Southwardly, .....	7,329	Amount, .....	\$16,223 43
“ Northwardly, .....	16,392	“ .....	40,963 18
Express Freight and Extra Baggage, .....	5,817	“ .....	23,912 13
Total, .....	29,538 Tons.	“ .....	\$81,098 74

## No. 4.—RICHMOND AND PETERSBURG RAILROAD.

*Statement of Through Passengers for the year ending March 31st, 1862.*

## SOUTHWARDLY.

MONTH.	From New York.	From Philadelphia.	From Baltimore.	From Washington.	From Richmond to Weldon and Gaston.		Total.
					Whites.	Blacks.	
1861—April,	45	67	81	153	319	218	883
May,	..	..	..	..	523	88	611
June,	..	..	..	..	429	41	470
July,	..	..	..	..	662	89	751
August,	..	..	..	..	830	117	947
Sept.,	..	..	..	..	695	144	839
Oct.,	..	..	..	..	756	255	1,011
Nov.,	..	..	..	..	631	367	998
Dec.,	..	..	..	..	663	187	850
1862—Jan.,	..	..	..	..	543	124	667
Feb.,	..	..	..	..	478	88	566
March,	..	..	..	..	585	153	738
Total,	45	67	81	153	7,114	1,871	9,331

## NORTHWARDLY.

MONTH.	From Washington.	From Weldon, Raleigh and Gaston.	From Weldon to Richmond.		From Petersburg.	Total.
			Whites.	Blacks.		
1861—April,	1,115	151	213	29	127	1,635
May,	476	33	426	31	..	966
June,	344	42	228	17	..	631
July,	546	38	475	32	..	1,091
August,	566	52	548	48	..	1,214
Sept.,	619	53	416	41	..	1,129
Oct.,	545	75	291	24	..	935
Nov.,	482	46	205	37	..	770
Dec.,	494	34	267	20	..	815
1862—Jan.,	527	57	199	38	..	821
Feb.,	298	41	240	41	..	620
March,	288	..	192	40	..	520
Total,	6,300	622	3,700	398	127	11,147

Total number of Through Passengers, each direction,.....20,478



## No. 5.

## RICHMOND AND PETERSBURG RAILROAD.

*Statement of the number of Passengers transported on the Road during the year ending March 31st, 1862.*

## SOUTHWARDLY.

Through Passengers, . . . . .	9,331	
Local Passengers, . . . . .	71,178	
	<hr/>	80,509

## NORTHWARDLY.

Through Passengers, . . . . .	11,147	
Local Passengers, . . . . .	109,924	
	<hr/>	121,071

Passengers between Richmond and Petersburg and Clover Hill, . . . . .	729
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Total number of Passengers, . . . . .	<hr/> 202,309 <hr/>
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Equal to 4,384,928 Passengers transported one mile.



## No 6.

## RICHMOND AND PETERSBURG RAILROAD.

*Statement of Coal transported from Clover Hill during the year ending March 31st, 1862.*

MONTH.	To Rich- mond. Bushels.	To Peters- burg. Bushels.	To Port Walthall. Bushels.	Aggregate number of bushels.	Tons.	Amount.
1861—April,	48,935	15,125	69,035	133,095	4,159	2,944 39
May,	69,875	29,005	38,690	137,570	4,299	3,173 29
June,	51,195	24,225	35,490	110,910	3,466	2,609 74
July,	81,165	30,385	14,855	126,405	3,950	3,009 89
Aug.,	102,840	35,930	.....	138,770	4,336	3,379 43
Sep.	92,000	48,080	.....	140,080	4,378	3,381 80
Oct.	110,880	44,385	.....	155,265	4,852	3,770 66
Nov.,	100,345	45,055	.....	145,400	4,544	3,522 36
Dec.,	91,720	36,105	.....	127,825	3,995	3,105 36
1862—Jan.,	90,960	28,490	6,535	125,985	3,937	3,045 72
Feb.,	82,160	29,270	22,585	134,015	4,188	3,164 28
Mar.,	110,230	29,790	4,130	144,150	4,504	3,508 62
Total,	1,032,305	395,845	191,320	1,619,470	50,608	38,615 54

## SUMMARY.

Transported to Richmond,.....	1,032,305	Bushels—	32,259	Tons.
“ “ Petersburg,.....	395,845	“	12,370	“
“ “ Port Walthall,.....	191,320	“	5,979	“
Total,.....	1,619,470	“	50,608	

## No. 7.

## RICHMOND AND PETERSBURG RAILROAD.

*Monthly statement of Freight transported from Clover Hill to Richmond during the year ending March 31st, 1862.*

MONTH.	Tobacco, Hhds.	Tobacco, lbs.	Wheat, bushels.	Wheat, lbs.	Miscellaneous freight, lbs.	Total, lbs.
1861—April,	..	....	12	720	950	1,670
May,	....	....	....	....	....	....
June,	....	....	....	....	14,715	14,715
July,	6	9,000	....	....	27,380	36,380
August,	27	40,500	....	....	14,702	55,202
Sept'r,	15	23,500	124	7,440	37,600	68,540
October,	....	....	..	....	300	300
Nov'r,	....	....	....	....	30,000	30,000
Dec'r,	34	51,000	..	....	26,100	77,100
1862—January,	....	....	....	....	3,222	3,222
Feb'y,	....	....	....	....	20,771	20,771
March,	....	....	....	....	11,411	11,411
Total,	82	124,000	136	8,160	187,151	319,311

Total number of tons 159½.

## No. 8.

## RICHMOND AND PETERSBURG RAILROAD.

*Statement of Tonnage transported to and from Clover Hill during the year ending  
March 31st, 1862.*

<i>From Clover Hill to Richmond.</i>						Tons.	Tons.
Tobacco, 82 hogsheads,	.	.	.	.	.	62	
Wheat, 136 bushels,	.	.	.	.	.	4	
Miscellaneous Freight,	.	.	.	.	.	93½	
Total,	.	.	.	.	.		159½
<i>From Richmond to Clover Hill.</i>							
Miscellaneous Freight, consisting of Groceries, Corn, Dry Goods, Castings, Furniture, Guano, &c., &c.,	.	.	.	.	.	307½	
Total,	.	.	.	.	.		307½
<i>From Clover Hill to Petersburg.</i>							
Tobacco, 24 hogshead,	.	.	.	.	.	18	
Wheat, 840 bushels,	.	.	.	.	.	25½	
Miscellaneous Freight,	.	.	.	.	.	16	
Total,	.	.	.	.	.		59½
<i>From Petersburg to Clover Hill.</i>							
Miscellaneous Freight, consisting of Groceries, Guano, &c.,	.	.	.	.	.	60	
Total,	.	.	.	.	.		60
<i>From Port Walthall to Clover Hill.</i>							
Hay, Powder, Oil, Corn, &c.,	.	.	.	.	.	18	
Total,	.	.	.	.	.		18
Total Tonnage, exclusive of coal,	.	.	.	.	.		604

## No. 9.

## RICHMOND AND PETERSBURG RAILROAD.

*Monthly Statement of the amounts collected on the Passenger Trains, for the transportation of Extra Baggage and Express Freight during the year ending March 31st, 1862.*

MONTH.	Extra Baggage.	Express freight, Adams & Co.	Total.
1861—April, .....	31 50	321 43	352 93
May, .....	152 05	647 09	799 14
June, .....	56 75	1,376 50	1,433 25
July, .....	83 95	1,842 50	1,926 45
August, .....	119 50	1,897 30	2,016 80
September, .....	59 10	1,665 21	1,724 31
October, .....	65 50	2,912 50	2,978 00
November, .....	84 75	2,489 87	2,574 62
December, .....	109 60	2,970 97	3,080 57
1862—January, .....	115 30	2,566 00	2,681 30
February, .....	81 00	2,112 16	2,193 16
March, .....	111 75	2,039 85	2,151 60
Total, .....	1,070 75	22,841 38	23,912 13

## No. 10.

## RICHMOND AND PETERSBURG RAILROAD.

*Statement of the names and dimensions of Locomotive Engines upon the Richmond and Petersburg Railroad, and the number of miles run by each, and the cost of repairs and of running during the year ending March 31st, 1862.*

NAME OF ENGINE.	BUILDER.	When placed on the Road.	Number of Drivers.	Diameter of Drivers in feet.	Diameters of Cylinders in inches.	Length of Stroke in inches.	Miles run with Passenger Trains.	Miles run with Freight and Passenger Trains.	Miles run with Freight Trains.	Miles run with Coal Trains.	Miles run with Material and Gravel Trains.	Miles run with Switching Trains	Miles run with extra Trains.	Total number of miles run.	Cost of Repairs.	Cost of Repairs to 100 miles run.	Cords of Wood used.	Number of Cords of Wood used to 100 miles run.	Gallons of Oil used.	Number of Gallons of Oil used to 100 miles run.	Cost of Repairs, and of Wood and Oil used to each 100 miles run.	Remarks.
Phoenix, Black Diamond, Pocahontas, Chesterfield, Henrico, Clover Hill, M. W. Baldwin, Mazeppa, T. Dodamead, Tecumseh, No. 1,	Bolton & Hicks, M. W. Baldwin, do. do. Burr & Ettinger J. R. Anderson, M. W. Baldwin, R. & P. R. Co Uriah Wells, A. McCausland,	1838 1847 1848 1852 1852 1853 1854 1854 1857	4 6 4 4 4 4 4 4 4	4 3 4 4 4 5 5 4 5	10 12 12 14 11 12 12 13 13	16 16 18 20 18 20 20 24 24	22 22 22 3,170 13 950 8,087 9,532 1,749	157 41 7,668 22 1,025 4,992 4,683 1,258 180 111	245 45 45 353 67 23	13,269 13,415 582 7,825 70	60 195 11,330	5,490 16 39 566 177 643 20 209 12	330 215 192 1,249 788 1,033 112 11	5,490 14,099 13,758 12,175 13,549 10,832 14,796 15,291 3,328 214 122		213½ 623½ 666 487 445½ 498 472½ 558 244 6½ 5	2.57 2.26 2.06 2.50 3.04 2.18 2.13 2.72 1.36 3.44 2.44	47¾ 110½ 62½ 110 70½ 148½ 18½ 18½ 3.44 1½	1.16 1.71 1.32 1.93 1.23 1.54 1.94 1.03 1.77 2 1.02 0.97			

## No. 11.

## RICHMOND AND PETERSBURG RAILROAD.

*Statement of miles run by Trains of all kinds during the year ending March 31st, 1862.*

MONTH.	Passenger Trains.	Passenger and Freight Trains.	Freight Trains.	Extra Trains.	Coal Trains.	Material Trains.	Switching Trains.	Total.
1861—April,.....	2,561	758	....	72	2,660	977	465	7,493
May,.....	2,453	560	....	134	2,889	996	472	7,504
June,.....	2,825	566	....	125	2,370	889	456	7,231
July,.....	3,161	969	....	810	2,745	1,764	472	9,921
August,...	2,739	1,307	267	301	3,113	931	470	9,128
September,	1,672	1,239	97	853	3,212	960	553	8,586
October,...	1,465	2,550	346	675	3,389	971	801	10,197
November,	1,261	2,597	....	776	3,184	896	755	9,469
December,	1,352	2,598	....	466	2,923	656	704	8,699
1862—January,...	1,397	2,364	....	334	2,170	854	685	7,804
February,.	1,285	2,161	....	133	3,443	754	630	8,406
March,....	1,374	2,411	23	255	3,507	937	709	9,216
Total,.....	23,545	20,080	733	4,934	35,605	11,585	7,172	103,654

## SUMMARY.

Miles run with Passenger Trains,.....	23,545
" " " Passenger and Freight Trains,.....	20,080
" " " Freight Trains,.....	733
" " " Extra Trains,.....	4,934
" " " Coal Trains,.....	35,605
" " " Material Trains,.....	11,585
" " " Switching Trains,.....	7,172

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 103,654



## No. 12.

*Business of the Richmond and Petersburg Railroad during the twelve months ending March 31st, 1862.*

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**TONNAGE.**

Coal transported in tons, . . . . .	50,608
Tobacco transported in hogsheads, . . . . .	2,026
Cotton transported in bales, . . . . .	5,575
Express Freight and Extra Baggage in tons, . . . . .	5,817
Total amount of freight of all kinds in tons, . . . . .	80,750
Number of tons transported one mile, . . . . .	2,151,954
Miles run by all the engines, . . . . .	103,654
Miles run by coal engines, . . . . .	35,605
Receipts per mile run by all the trains, . . . . .	\$2 91
Receipts per mile run by coal trains, . . . . .	1 08
Expenses per mile run of all the trains, . . . . .	1 03

**PASSENGER TRAVEL.**

Whole number of through passengers, . . . . .	20,478
Whole number of local and Clover Hill passengers, . . . . .	181,825
Total number of passengers transported, . . . . .	202,303
Passengers transported one mile, . . . . .	4,384,928
Receipts per mile run by all the trains, . . . . .	\$2 91

**RECEIPTS OF ROAD.**

From freight on coal, . . . . .	38,615 54
From miscellaneous freight, . . . . .	58,410 06
From Express Freight and Extra Baggage, . . . . .	23,912 13
	<hr/>
Total from freight, . . . . .	120,937 73
From passenger travel, . . . . .	167,983 58
From transportation mail, . . . . .	4,287 50
	<hr/>
Total from passenger and mail, . . . . .	172,271 08
From miscellaneous sources, . . . . .	7,772 07
	<hr/>
Total receipts, . . . . .	\$300,980 88

## No. 13.

*List of Officers, Agents and Employees upon the Richmond and Petersburg Railroad, and the pay of each, March 31st, 1862.*

Charles Ellis, President, per annum,	.	.	.	.	\$2,000 00
R. B. Haxall,	}	Directors.			
B. W. Haxall,					
Charles S. Mills, M. D.,					
R. B. Heath,					
Robert Leslie,					
M. W. Yarrington, Treasurer, per annum,	.	.	.	.	1,750 00
E. H. Gill, Superintendent, " "	.	.	.	.	2,500 00
J. C. Stockin, Auditor and Superintendent's Clerk, per annum,	.	.	.	.	1,000 00
J. H. Woodcock, General Freight and Ticket Agent, per annum,	.	.	.	.	1,200 00
James Brannan, Freight Clerk, per month,	.	.	.	.	50 00
John A. Nesbit, " " " "	.	.	.	.	50 00
John Giblin, " " " "	.	.	.	.	50 00
J. H. Butt, Freight and Ticket Agent, Petersburg, per annum,	.	.	.	.	1,000 00
J. N. Cobbs, Freight Clerk at Petersburg, per month,	.	.	.	.	55 00
R. E. Morris, Agent at Clover Hill, including all hand hire,	}				1,260 00
per annum,					
F. W. Myer, Agent Chester and Eng'r Sta'y Engine, per month,	.	.	.	.	45 00
T. W. McCrary, Conductor, per month,	.	.	.	.	60 00
W. R. Daniel, " " " "	.	.	.	.	60 00
R. E. Mitchell, Conductor and Baggage Master, per month,	.	.	.	.	50 00
W. L. Yager, " " " "	.	.	.	.	50 00
T. B. Bondurant, " " " "	.	.	.	.	50 00
Wm. C. Fear, Yard Master and Engine runner, " "	.	.	.	.	70 00
Jos. A. Mann, " " " "	.	.	.	.	70 00
L. P. Jones, " " " "	.	.	.	.	70 00
W. D. Jester, " " " "	.	.	.	.	70 00
Henry Connelly, " " " "	.	.	.	.	70 00
Bushrod Bishop, " " " "	.	.	.	.	60 00
C. Dillon, Material Train, " " " "	.	.	.	.	55 00
A. B. Williams, Section Master, " " " "	.	.	.	.	45 00
B. Cummings, " " " "	.	.	.	.	45 00
J. F. Clarke, Master Machinist, " " " "	.	.	.	.	83 33
— Burgess, " Smith, " " " "	.	.	.	.	
J. W. Berry, " Carpenter, " " " "	.	.	.	.	75 00
J. Mittendorf, Car Inspector, per day,	.	.	.	.	1 75
Two Assistants.					
Depot and Bridge Watchmen, average, " " "	.	.	.	.	1 09
Ten Free Firemen and Train hands, average, " " "	.	.	.	.	80
Four Machinists, " " " "	.	.	.	.	2 37
Two Apprentices, " " " "	.	.	.	.	66
One Blacksmith, " " " "	.	.	.	.	2 25
Three Carpenters, " " " "	.	.	.	.	1 94
A. M. Barrett, Painter, " " " "	.	.	.	.	2 00

## SLAVES.

At Richmond Depot, Yard and Office,	.	.	.	.	20
At Richmond Shops,	.	.	.	.	12
At Petersburg Depot, Petersburg,	.	.	.	.	7
At Clover Hill and other Stations,	.	.	.	.	3
As Firemen and Train hands,	.	.	.	.	5
As Section men on Repairs of Road,	.	.	.	.	14
On Material and Gravel Trains.	.	.	.	.	9

## No. 14.

*Statement of Materials on hand March 31st, 1862.*

Car wheels and axles, . . . . .	\$ 800
Iron and brass castings, . . . . .	1,000
Copper flues, . . . . .	400
Wire, lead, packing, &c., . . . . .	30
Engine work fitted up, . . . . .	175
Iron and steel, . . . . .	1,000
Smoke stacks and lamps, . . . . .	250
Springs, . . . . .	150
Tyre, . . . . .	400
Railroad Iron, . . . . .	240
Paints, . . . . .	370
Oil and grease, . . . . .	500
Provisions, . . . . .	1,000
8,700 cross ties, . . . . .	3,480
Lumber, . . . . .	700
Stationery, . . . . .	100
Wood, . . . . .	1,500
<b>Total, . . . . .</b>	<b>\$12,095</b>

PROCEEDINGS AT THE  
TWENTY-EIGHTH ANNUAL MEETING  
OF THE  
STOCKHOLDERS

OF THE

Richmond & Petersburg Railroad Company.

HELD MAY 26TH, 1863.

AND

REPORTS

OF

Officers and Committees.

RICHMOND.  
MACFARLANE & FERGUSON, PRINTERS  
1863.



## TWENTY-EIGHTH

### Annual Meeting of the Stockholders,

HELD ON TUESDAY, MAY 26TH, 1863.

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At a meeting of the Stockholders of the Richmond and Petersburg Railroad Company, held at the office of the Company in Richmond, on Tuesday, the 26th day of May, 1863 :

Gustavus A. Myers was appointed Chairman, and M. W. Yarrington Secretary.

The Chairman appointed Messrs. B. W. Haxall, T. H. Wynne, and Dr. Levin S. Joynes, a committee to examine proxies.

The committee reported that they had examined the proxies, and found them to agree with the list laid before them by the Treasurer ; which report was received and approved.

There being present in person and by proxy, private Stockholders entitled to 1,973 votes, (the whole number of votes that could be given by all the stockholders being 3,428 votes,) the same being a majority of all the votes which could be given, the meeting proceeded to business.

Whereupon the annual Report of the Board of Directors, with its accompanying documents, were laid before the meeting, and after having been read and examined, on motion, were received and approved.

The following report of the committee of examination was laid before the meeting, and on motion, was received and approved.

The committee on examination, report that they have examined the books of the Company and the returns made by the Treasurer, and find them correct and very neatly kept. They have also examined the road and machinery, and although it cannot be denied that neither of these come up to the standard that is to be desired, yet when the present condition of the country and the difficulty of obtaining labor and supplies are taken into consideration, we are compelled to admit that it is rather a matter of surprise to the committee and congratulation to the stockholders, that the property of the company is in such good condition. And we are satisfied that it will compare very favorably with that of any other Railroad in the Confederacy.

Respectfully submitted.

THOS. H. WYNNE, *Chairman pro tem.*



Messrs. Wirt Robinson, Thomas H. Wynne, W. F. Watson, W. H. Haxall, and A. D. Townes, were appointed the committee of examination.

The meeting then proceeded to the election of officers, whereupon Charles Ellis, Esq., was unanimously elected President of the Company, and Messrs. R. B. Haxall, B. W. Haxall, and Dr. C. S. Mills were unanimously elected directors on behalf of the stockholders.

Messrs. Robert Leslie and Roscoe B. Heath were announced to have been appointed directors on behalf of the State.

Mr. Thomas H. Wynne offered the following resolution, which was adopted :

*Resolved*, That the salary of the President of this Company, be increased to three thousand dollars.

On motion,

*Resolved*, That the President take such measures in regard to publishing the report of the President and Directors, with the accompany documents, and proceedings of this meeting, as he may deem expedient.

On motion, the meeting then adjourned.

GUSTAVUS A. MYERS, *Chairman*.

M. W. VARRINGTON, *Sec'y*.

## ANNUAL REPORT.

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The Board of Directors respectfully submit to the stockholders their annual report, with the accompanying statements, exhibiting the condition of the affairs of the Company, for the fiscal year ending March 31st, 1863.

The total receipts during that period, amount to \$545,659 21. The expenditures to \$180,962 64. There should be added the further sum of \$21,487 58, for land purchased in this city and in Chesterfield county, making the whole amount expended in conducting the operations of the company, \$202,450 22. In order, however, to place the stockholders in possession of the entire cost of rendering the road capable of doing the transportation required of it, it should be stated that there is due to the Government for three locomotives, four freight cars and supplies, a sum not yet fully ascertained, but estimated at \$48,000, which will, when settled, give an outlay for the past year of \$250,450 22. The Board have deemed it a duty to make these large expenditures, in order to furnish the means to answer as far as practicable the demands upon the company for transporting troops and supplies for the army. The capacity of the road has thereby been very greatly increased, though still at times insufficient to do all we desire. This statement of expenses does not embrace the depreciation of road-way and rolling stock, which will have to be provided for at the close of the war.

Upon a comparative examination of the business of the Company for the present with the preceding year, it will be perceived that the only class of receipts which have declined, are those derived from the transportation of coal and freight from Clover Hill. The contract with the Clover Hill Railroad Company, terminated on the 1st August last. Previous to that date the Board entered into an arrangement with the Clover Hill Railroad Company for a moderate advance upon the rates for transportation of coal, which it was hoped would leave a margin of profit, but the unexpected decrease in the amount of coal, and the heavy increase in the cost of wages and supplies resulted in so large a loss that the Board have been compelled to advance the rates again.

The indebtedness of the Company has been lessened by the conversion into stock of three of the 6 per cent. coupon bonds, leaving out-

standing of that debt, \$22,500. The Company has also acquired ninety (90) shares of its stock at a cost of \$6,750.

The business of the Company has been conducted during the past year under very trying circumstances. When the number of trains passing over the road and the large amount of tonnage is taken into consideration, it speaks well for the faithfulness of the employees of the Company, that the service should have been performed with such punctuality, and exemption from casualties.

Signed in behalf of the Board.

CHARLES ELLIS, *President.*

May 26th, 1863.



## A.

*Statement of the affairs of the Richmond and Petersburg Railroad*

## COST OF ROAD AND PROPERTY.

From Richmond to Petersburg, including interest, per statement A No. 1, .....	\$372,822 39	
Brought road to Port Walthall, including purchase of land, wharves, coal tracts and cars, .....	45,539 00	
	<hr/>	\$968,561 48
Reconstruction of road, .....		219,852 50
Land purchase, .....		45,078 26

## DEBTS DUE TO THE COMPANY.

This Company's stock, .....	12,126 06	
Consolidate bonds, .....	256,300 00	
Other securities, .....	9,837 89	
	<hr/>	278,263 95
Post-mortem, .....		32,559 47

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\$1,544,115 69

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*Company, from the commencement of the work to the 1st day of April, 1863.*

CAPITAL STOCK.

Subscribed by individuals,	3,000 shares,	\$300,000 00	
Converted loan stock at \$50,	3,050 "	152,500 00	
			\$452,500 00
Subse'd by the State, old stock,	2,000 "	200,000 00	
	new stock, 1,856 "	185,600 00	
			385,600 00
	9,906 "	entitled to equal	
		dividends,...	\$838,100 00

DEBTS DUE BY THE COMPANY.

Coupon bonds due June 1st, 1875,.....	\$78,500 00	
Registered bonds due June 1st, 1875,.....	52,000 00	
Coupon bonds due July 1st, 1875,.....	22,500 00	
Unclaimed dividends,.....	10,605 50	
Open accounts,.....	8,417 43	
		172,022 93
Profit and loss.. .....		533,992 73
		<u>\$1,544,115 66</u>

M. W. YARRINGTON, *Treasurer.*

*Richmond, April 1st, 1863.*



## A No. 1.

*Heads of Expenditure for construction of Road and purchase of Property to  
1st April, 1863.*

Preliminary surveys, . . . . .	\$ 2,896 87	
Contingent expenses, . . . . .	2,675 69	
Purchase of Manchester and Petersburg Turnpike stock, . . . . .	23,841 35	
Engineering expenses, . . . . .	32,403 99	
Real property in Richmond, . . . . .	21,917 24	
"    "    Pocahontas, . . . . .	3,200 00	
"    "    Petersburg, . . . . .	1,928 35	
"    "    Chester, . . . . .	900 00	
Land damages, . . . . .	22,802 26	
Graduation, . . . . .	168,373 32	
Superstructure, . . . . .	111,510 09	
Masonry, . . . . .	72,223 29	
James River Bridge—Masonry, . . . . .	\$49,783 03	
Superstructure, . . . . .	86,050 15	
	<hr/>	135,833 18
Falling Creek Bridge, . . . . .	10,889 30	
Swift Creek Bridge, . . . . .	10,027 79	
Kingsland Creek Bridge, . . . . .	5,496 42	
Depots and work shops, . . . . .	13,106 72	
Richmond Depot, . . . . .	44,029 05	
Manchester Depot, . . . . .	3,359 04	
Water Station, . . . . .	1,181 54	
Pocahontas Depot, . . . . .	8,011 79	
Locomotive, engines and cars, . . . . .	97,508 69	
Omnibus, . . . . .	1,639 83	
Officers' salaries, . . . . .	5,717 33	
Repairs of Turnpike at the date of purchase, . . . . .	1,389 97	
Interest on loans, . . . . .	\$113,999 57	
Premium on sterling bills, and commission on paying loan due in England, . . . . .	6,859 72	
	<hr/>	113,959 29
		<hr/>
		\$922,822 39
		<hr/>

M. W. YARRINGTON, *Treasurer.*

*Richmond, April 1st, 1863.*

## B.

*Statement of Financial Affairs within the year Ending March 31st, 1863.*

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Cash on hand March 31st, 1862, . . . . .		\$ 82 541 51
Debts due to the Company—Increased this sum, . . . . .	\$240,093 00	
Debts due to the Company—Decreased this sum, . . . . .	279 96	
Transportation—Received this sum, . . . . .		545 659 21
Transportation—Received from Manchester and Petersburg Turnpike, . . . . .		353 90
Transportation—Received from Omnibus expenses this sum, . . . . .		980 00
Capital Stock—Increased this sum, . . . . .		1,500 00

## DISBURSEMENTS.

Land Purchase—Increased this sum, . . . . .	22,650 00	
Debts due by the Company—Decreased this sum, . . . . .	2,902 98	
Ordinary expenses, . . . . .	180,962 64	
Interest—Paid this sum, . . . . .	6,666 57	
Dividends—Paid this sum, . . . . .	145,920 00	
Cash on hand March 31st, 1863, . . . . .	32,559 47	
	<hr/>	<hr/>
	\$632,034 62	\$632,034 62

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M. W. YARRINGTON, *Treasurer.*

*Richmond, April 1st, 1863.*

## C.

## Statement of Income from Transportation from April 1st, 1862, to March 31st, 1863.

DATE.	Through Travel.	Local Travel.	Local Freight.	Extra Baggage.	Express Freight.	Freight on Coal from Clover Hill.	Clover Hill Travel.	Clover Hill Freight.	Trans- portation of mail.	Miscella- neous re- ceipts.	TOTAL.
1862—April,	2,625 98	16,495 54	5,414 19	35 50	1,077 88	3,004 93	72 20	186 02	306 25	410 10	29,628 59
" May,	2,177 66	20,546 71	13,778 73	63 25	942 90	2,350 79	52 64	130 36	306 25	736 19	41,085 48
" June,	1,257 16	13,221 30	1,640 26	123 25	1,315 70	1,352 42	30 70	19 26	306 25	906 13	20,172 43
" July,	4,038 56	22,404 70	5,433 03	173 65	1,535 15	2,930 47	98 80	20 60	306 25	836 64	37,777 85
" August,	6,151 41	16,676 70	3,296 12	241 25	2,538 30	2,534 31	98 01	50 08	306 25	535 15	32,427 58
" September,	5,790 63	49,230 96	5,983 42	125 50	2,553 10	3,318 43	97 52	110 31	306 25	271 67	67,887 79
" October,	5,193 53	38,400 11	29,679 62	62 75	1,967 38	3,663 69	99 60	123 38	306 25	701 65	80,197 96
" November,	3,932 40	21,135 44	28,661 04	82 25	1,770 39	3,290 11	89 28	72 82	306 25	296 40	59,639 38
" December,	2,822 20	12,564 70	2,484 10	72 00	1,918 80	3,109 86	46 94	79 69	306 25	3,246 80	26,651 34
1863—January,	3,872 35	13,461 95	35,368 92	45 50	2,569 58	2,543 34	46 80	83 07	306 25	851 72	59,149 48
" February,	3,776 90	13,143 75	3,466 78	105 75	2,141 42	3,204 50	72 71	98 12	306 25	243 86	26,560 04
" March,	4,094 00	49,364 49	3,189 69	201 25	2,730 80	3,771 90	80 53	108 83	306 25	633 55	64,481 29
Total,	45,732 78	286,646 35	138,398 90	1,331 90	23,161 40	35,074 75	885 73	1,082 54	3,673 00	9,669 86	545,659 21

M. W. YARRINGTON, Treasurer.

Richmond, April 1st, 1863.

## D.

*Statement of Transportation Expenses from April 1st, 1862, to April 1st, 1863.*

Repairs of road, . . . . .	\$25,998 57
Repairs of bridges, . . . . .	5,136 79
Repairs of depots and water stations, . . . . .	1,945 61
Repairs of locomotive engines and tenders, . . . . .	16,842 62
Repairs of passenger, mail and baggage cars, . . . . .	5,307 90
Repairs of freight cars and flats, . . . . .	4,650 12
Repairs of coal cars, . . . . .	4,584 05
Repairs of shop tools and machinery, . . . . .	1,093 80
Oil and tallow, . . . . .	10,283 63
Cotton waste, . . . . .	1,011 90
Wood, . . . . .	25,550 84
Train expenses, . . . . .	23,098 63
Depot expenses, . . . . .	19,593 76
Postage, stationery and printing, . . . . .	1,934 15
Officers' salaries, . . . . .	6,729 16
Insurance on buildings, . . . . .	2,088 50
Tax account, . . . . .	757 07
Lost and damaged goods, . . . . .	7,144 51
Miscellaneous expenses, . . . . .	1,222 27
New buildings, . . . . .	16 00
Through travel expenses, . . . . .	562 50
New locomotive engines, . . . . .	3,683 33
Clover Hill transportation expenses, . . . . .	6,162 19
New passenger, mail and baggage cars, . . . . .	2,501 74
New freight cars, . . . . .	1,950 00
New coal cars, . . . . .	1,113 00
	<hr/>
	\$180,962 64

M. W. YARRINGTON, *Treasurer.*

*Richmond, April 1st, 1863.*

## E.

*Comparative Statement of the Business of the Richmond and Petersburg Railroad Company, the year ending March 31st, 1862, and the year ending March 31st, 1863.*

	1862.	1863.	In 1863.	
			Decrease of Dr., and increase of Cr.	Increase of Dr., and decrease of Cr.
Cash, .....	83,541 51	32,559 47	50,982 04	
Debts due to the Company, .....	38,170 95	278,263 95		240,093 00
Cost of road and property, .....	922,822 39	922,822 39		
Cost of branch road and property, .....	45,539 09	45,539 09		
Reconstruction of road, .....	219,852 50	219,852 50		
Land purchase, .....	22,428 26	45,078 26		22,650 00
	1,332,354 70	1,544,115 66		
Capital stock, .....	836,600 00	838,100 00	1,500 00	
Open accounts due by the Company, .....	19,656 20	19,022 93		633 27
Coupon bonds due June 1st, 1875, .....	79,500 00	78,500 00		1,000 00
Registered bonds due June 1st, 1875, .....	51,000 00	52,000 00	1,000 00	
Coupon bonds due July 1st, 1875, .....	24,000 00	22,500 00		1,500 00
Bills payable, .....	769 71			769 71
Profit and loss, .....	320,828 79	533,992 73	213,163 94	
	1,332,354 70	1,544,115 66	266,645 98	266,645 98

M. W. YARRINGTON, *Treasurer.*

*Richmond, April 1st, 1863.*

# SUPERINTENDENT'S REPORT.

GENERAL SUPERINTENDENT'S OFFICE, }  
 RICHMOND AND PETERSBURG RAILROAD, }  
*Richmond, April 1st, 1863.*

CHARLES ELLIS, ESQ, *President,*

DEAR SIR—The following report of the operations of the road for the fiscal year which has just terminated, is respectfully submitted :

## RECEIPTS OR EARNINGS.

From transportation of passengers, . . .	333,264 86	
“ extra baggage and express freight, . . .	24,493 30	
“ mails, . . . . .	3,675 00	
“ transportation of freight, . . . . .	174,556 19	
“ miscellaneous sources, . . . . .	9,669 86	
Total receipts or earnings, . . . . .	—————	\$545,659 21

## EXPENSES OF WORKING THE ROAD.

For repairs of road, . . . . .	25,998 57	
“ repairs of bridges, and watching, . . . . .	5,136 79	
“ repairs of depots and water stations, . . . . .	1,945 61	
“ repairs of engines and tenders, . . . . .	16,842 62	
“ repairs of passenger, mail and baggage cars, . . . . .	5,307 90	
“ repairs of freight cars and flats, . . . . .	4,650 12	
“ repairs of coal cars, . . . . .	4,584 05	
“ repairs of shop tools and machinery, . . . . .	1,093 80	
“ oil and tallow, . . . . .	10,283 63	
“ cotton waste, . . . . .	1,011 90	
“ wood, . . . . .	25,550 84	
“ train expenses, . . . . .	23,098 63	
“ depot expenses, . . . . .	19,593 76	
“ postage, stationery and printing, . . . . .	1,934 15	
“ officer's salaries, . . . . .	6,729 16	
“ insurance on buildings, . . . . .	2,088 50	
“ taxes, . . . . .	757 07	
“ lost and damaged goods, . . . . .	7,144 51	
“ miscellaneous expenses, . . . . .	1,222 27	
“ new buildings, . . . . .	16 00	
“ through travel expenses, . . . . .	562 50	
“ new locomotive engines, . . . . .	3,683 33	
“ Clover Hill transportation expenses, . . . . .	6,162 19	

Amount carried forward, . . . . . \$175,397 90



Amount brought forward,	\$175,397 90	\$545,659 21
For new passenger car,	2,501 74	
" new freight cars,	1,950 00	
" new coal cars,	1,113 00	
Total expenses,		180,562 64
Leaving a net balance of receipts of,		\$364,696 57
or upwards of sixty-six and two-thirds per cent.		

The extraordinary expenses of the year, are as follows :

Two new freight cars, and one new passenger car, the cost of which are embraced in the foregoing statement of expenses,	4,401 74
Locomotive engine Washington. (unpaid for.)	6,000 00
Iron and ties taken from the Port Walthall Branch.	10,000 00
Sum total of extraordinary expenses,	\$20,401 74

It will be observed that the sum of \$7,144 51 was paid for "lost and damaged goods," \$4,210 18 of which was for cotton which took fire upon the cars between Petersburg and Richmond, and \$1,459 50 was for goods and baggage lost upon a connecting road; the latter sum will probably be refunded by the company properly chargeable with the loss.

The receipts exceed those of the last fiscal year, \$244,678 33, and the expenses \$74,204 24.

#### TONNAGE.

The tonnage is as follows :

Coal transported to Richmond,	26,659 tons.
" " " Petersburg,	10,129 "
" " " Port Walthall,	375 "
Other freight,	35,005 "
Express Freight and extra baggage,	5,924 "
Total,	78,092 "

The receipts from the transportation of coal amount to \$35,074 75, or 94 cents per ton, or \$1 01 per mile run, and from all other freight, including extra baggage, to \$163,974 74, or \$4 per ton, and the number of tons transported one mile amounts to 1,935 430.

#### PASSENGERS.

There were 397,599 passengers transported; of these 1,284 were Clover Hill passengers, and 3,000 were free. The receipts from passenger fare amounts to \$333,261, or 84 cents per passenger, and the

total movement, or number of passengers transported one mile exclusive of free passengers is 7,184,102, and the average fare of each passenger is 4.64-100 cents per mile.

#### EXPRESS FREIGHT AND EXTRA BAGGAGE.

The receipts from express freight and extra baggage amount to \$24,493 30, or \$4 15 per ton, or fifteen cents per ton more than regular freight. The receipts per mile run, of all the trains, amount to \$5 34, and the expenses per mile run to \$1 80.

Tables marked No. 1, 2, 3, 4, 5, 6, 7, 8, 9 and 12, hereunto annexed, furnish full information in detail relative to freight and travel.

#### THE ROAD AND BRIDGES.

In consequence of the great difficulty experienced in procuring iron, cross ties, and bridge timber, and the necessary mechanical labor, the road and bridges are not in their usual good condition, but it is believed to be as good as that of any other road in the Confederacy. Port Walthall Branch having been rendered useless, and the trains discontinued in consequence of the occupancy of James River below City Point, by the vandal enemy, the iron and ties were taken up, and are now being used to great advantage in the repairs of the main stem. Nine thousand new cross ties have been laid during the year.

#### LOCOMOTIVE ENGINES.

The engines are in as good condition as could be expected ; they are all in running order ; they have all been kept constantly in use during the year, and in consequence of the great scarcity of materials for repairs, and of machinists, (the Secretary of War having declined to grant the necessary detail of mechanics) it has not been possible to put them in as good order as the pressing exigencies of the country required.

Three engines captured from the enemy have been purchased from the Confederate Government, viz: the Washington, Jefferson Davis, and the Holden Rhodes. The first has been performing good service since December last, the others are now being put in order in our shops. Two engines rented from the Manassas Gap Railroad Company, (one in April last, and the other in August,) have been kept constantly busy, and have performed good service. The number of miles run by the engines amounts to 100,339 and the cost of repairs to ten cents per mile run.

For further information relative to the engines, I refer you to tables No. 10 and 11.

#### ROLLING STOCK, OR CARS.

The cars of all kinds, have been kept constantly running during the year, and as little or no time could be allowed for the necessary repairs, many of them are in a dilapidated condition. One passenger car has been built in the company shops during the year, and two new box cars have been purchased, and two gondolas received from the Confederate Government, in exchange for six coal cars impressed by its agents and taken to Gordonsville and not returned.

There are now 7 first-class and 6 second-class passengers cars, 3 baggage and mail cars, 27 box and 2 stock cars, 21 flats, 2 gondolas, 123 coal cars, 4 gravel cars, 3 hand cars, 5 pole cars, and 2 dirt cars.

#### MATERIALS ON HAND.

The value of the materials on hand, consisting of iron, steel, lumber, ties, wood and provisions, is estimated at about \$20,000, exclusive of the value of the old rails now on hand.

For a list of the names of the officers, agents and employees of the Company, and the pay of each, I refer you to statement marked No. 13.

In closing this report, it becomes my duty to speak in terms of commendation of the agents and employees of the Company. They have performed their several duties cheerfully, and in a satisfactory manner.

Respectfully submitted,

E. H. GILL, *Superintendent.*

## No. 1.—RICHMOND AND PETERSBURG RAILROAD.

Monthly Statement of the Tonnage, the number of Passengers transported, and of the receipts for Freight, Passenger Fare, Express Freight, and Extra Baggage, and for the transportation of the Confederate States Mail, for the year ending March 31st, 1863.

Month.	Tons.	Tons.	Tons.	Tons.	Tons.	Amount.	Through Passengers.	Local and Way Pas- sengers.	Local and Way Pas- sengers.	Clover Hill passengers.	Total number of pas- sengers.	Passenger Fare.	Confederate States Mail.	Express Freight and Extra Baggage.	Miscellaneous Receipts.	Total Receipts.
						\$	South.	North.	South.	North.						
1862—April,	3,892	70	1,768	273	6,003	8,605	853	559	5,566	17,545	24,603	19,193	306	1,113	410	29,628
May,	3,069	36	3,520	242	6,868	16,259	598	840	5,837	4,545	11,886	22,777	396	1,006	736	41,085
June,	1,716	4	583	341	3,012	3,012	....	1,152	7,425	5,557	36	14,170	306	1,438	906	20,172
July,	3,776	7	1,451	401	5,636	8,384	....	3,352	26,207	78,850	156	108,563	306	1,708	836	37,777
August,	2,482	21	913	658	4,075	5,880	2,804	2,414	15,294	22,327	164	42,990	306	2,779	535	32,427
September,	3,248	17	1,883	675	5,824	9,412	2,709	2,414	10,253	16,055	149	31,580	306	2,778	60	37,897
October,	3,558	20	7,486	498	11,572	33,466	2,681	2,216	12,746	13,887	146	31,676	306	2,030	13	67,897
November,	3,207	13	7,191	451	10,863	32,026	1,936	1,350	8,934	12,060	125	24,405	306	1,852	64	80,197
December,	3,008	21	6,135	457	4,130	37,993	1,650	1,146	11,816	10,548	64	24,764	306	1,990	80	59,639
1863—January,	2,446	24	7,615	647	10,732	5,779	1,886	1,146	12,591	12,268	61	27,972	306	2,615	81	59,149
February,	3,101	26	9,014	546	4,578	6,769	1,730	862	9,632	10,124	115	22,463	306	2,247	17	26,560
March,	3,640	32	767	703	5,143	7,070	1,563	1,300	12,808	13,732	122	29,525	306	2,932	05	64,481
Total,	37,163	306	34,609	5,994	18,092	174,556	18,410	18,978	139,109	217,518	1,284	394,599	3,675	24,493	9,689	654,859

Annual statement, similar to the above for the years ending April 30th, 1854, 1855, 1856, 1857, 1858, 1859 and March 31st, 1860, 1861 and 1862.

Year.	Tons.	Tons.	Tons.	Tons.	Tons.	Amount.	Through Passengers.	Local and Way Pas- sengers.	Local and Way Pas- sengers.	Clover Hill passengers.	Total number of pas- sengers.	Passenger Fare.	Confederate States Mail.	Express Freight and Extra Baggage.	Miscellaneous Receipts.	Total Receipts.
						\$	South.	North.	South.	North.						
1862—April,	50,608	604	23,721	5,817	80,750	97,025	9,331	11,147	71,178	109,924	723	202,303	4,287	50,912	13,772	300,980
May,	44,199	939	12,167	1,069	59,374	58,064	13,783	12,136	21,809	92,812	657	71,257	74,985	4,387	7,350	150,432
June,	42,857	1,351	12,477	583	57,269	56,743	18,244	15,738	20,961	21,908	739	77,590	80,260	4,633	81,539	151,905
July,	44,982	1,318	12,975	466	59,731	59,460	17,184	15,245	21,405	21,429	587	77,944	83,926	4,737	8,423	157,542
August,	49,092	1,402	12,582	417	63,494	62,925	18,504	18,619	21,585	21,514	757	83,355	80,521	4,378	8,043	156,908
September,	44,836	1,685	14,461	338	61,700	63,326	18,838	18,271	20,872	21,536	896	99,896	84,421	4,759	8,043	157,408
October,	36,857	1,392	9,809	298	58,671	61,412	20,053	18,514	20,357	21,160	442	88,920	81,255	4,163	8,043	151,947
November,	45,430	1,210	10,784	....	59,780	65,000	15,646	13,284	20,730	21,098	418	78,037	69,807	4,465	8,043	145,701
December,	53,478	1,096	11,792	....	74,989	87,000	12,891	15,639	23,737	21,679	487	80,760	63,323	4,387	8,043	139,437



## No. 2.—RICHMOND AND PETERSBURG RAILROAD.

*Statement of Local Passengers between Richmond and Petersburg for the year ending March 31st, 1863.*

## NORTHWARDLY.

MONTH.	Way Passen- gers set down.		Way Passen- gers taken up.		Petersburg to Richmond.		Total.		Grand Total.
	Whites.	Blacks.	Whites.	Blacks.	Whites.	Blacks.	Whites.	Blacks.	
1862, Ap'l	176	30	37	48	16,879	375	17,092	453	17,545
May	372	196	60	47	3,362	598	3,794	751	4,545
June	415	274	70	62	4,146	590	4,631	926	5,557
July	10,985	440	7,681	36	59,164	544	77,830	1,020	78,850
Aug.	2,261	586	202	116	18,414	748	20,877	1,450	22,327
Sept.	1,809	300	916	79	12,190	770	14,906	1,149	16,055
Oct.	1,889	310	167	55	10,652	814	12,708	1,179	13,887
Nov.	1,745	256	116	58	9,155	736	11,016	1,044	12,060
Dec.	1,474	232	142	114	7,784	802	9,400	1,148	10,548
1863, Jan.	389	228	113	82	10,276	1,200	10,778	1,510	12,288
Feb.	363	251	246	165	8,454	645	9,063	1,061	10,124
Mar.	333	176	731	105	11,648	739	12,712	1,020	13,732
Total,	22,202	3,273	10,481	967	172,124	8,471	204,807	12,711	217,518

## SOUTHWARDLY.

MONTH.	Way Passen- gers set down.		Way Passen- gers taken up.		Richmond to Petersburg.		Total.		Grand Total.
	Whites.	Blacks.	Whites.	Blacks.	Whites.	Blacks.	Whites.	Blacks.	
1862, Ap'l	189	51	41	21	4,815	446	5,045	521	5,566
May	224	41	178	274	4,230	887	4,632	1,205	5,837
June	296	54	271	210	5,763	831	6,330	1,095	7,425
July	1,180	55	1,413	246	22,227	1,086	24,820	1,387	26,207
Aug.	592	75	1,493	777	11,675	682	13,760	1,584	15,294
Sept.	370	40	910	329	7,925	649	9,235	1,018	10,253
Oct.	642	43	1,351	265	9,849	596	11,842	904	12,746
Nov.	833	52	513	246	6,732	558	8,078	856	8,934
Dec.	973	88	363	198	9,431	763	10,767	1,049	11,816
1863, Jan.	337	54	150	152	11,257	641	11,744	840	12,591
Feb.	601	172	204	101	8,104	450	8,909	723	9,632
Mar.	918	134	288	112	10,782	584	11,978	830	12,808
Total,	7,145	865	7,205	2,931	112,790	8,173	127,140	11,969	139,109

## SUMMARY.

Northwardly.....217,518

Southwardly.....139,109

Total, ... 356,627

No. 3.

## RICHMOND AND PETERSBURG RAILROAD.

Statement of Tonnage between Richmond and Petersburg for the year ending March 31st, 1863.

## SOUTHWARDLY.

MONTH.	Tobacco, Hhds.	Sugar, Hhds.	Whiskey, Bbls.	Nails and Spikes in kegs.	Iron, Lbs.	Machinery and Castings, Lbs.	Lumber, Feet.	Miscellaneous Freight, Lbs.	Way Freight, Lbs.	Tons.	Amount.
1862—April,	2	63	..	600	45,609	22,780	....	1,144,266	8,072	685	2,960 39
May,	7	..	..	451	37,310	1,960	....	278,040	5,020	193½	487 68
June,	10	1	..	157	13,702	897	....	48,726	1,097	50½	174 13
July,	..	..	..	451	36,423	1,184	....	79,686	4,616	83½	304 06
August,	..	1	1	153	23,042	5,778	....	188,486	3,598	119	302 38
Sept.,	7	..	..	488	55,455	10,592	....	742,019	10,642	443½	1,271 89
Oct.,	84	8	..	553	53,269	131,949	5,500	636,229	7,719	518½	1,683 18
Nov.,	61	3	1	595	37,495	119,625	....	213,453	2,429	265	1,090 54
Dec.,	43	..	..	420	64,849	50,806	200	104,112	8,371	171½	650 66
1863—Jan.,	109	..	..	253	22,363	83,311	10,000	81,737	1,933	201	687 30
Feb.,	171	..	..	517	15,891	17,175	....	215,687	14,210	287½	1,097 48
March,	37	..	..	372	61,373	42,000	....	328,758	4,451	265	1,051 39
Total,	531	76	2	5,010	468,781	488,057	15,700	4,061,199	72,157	3,283	11,731 08



Statement of Tonnage between PETERSBURG and RICHMOND for the year ending March 31st, 1863.

## NORTHWARDLY.

MONTH.	Tobacco, Hhds.	Empty Liquor Barrels.	Empty Flour Barrels.	Cotton, Bales.	Wheat, Bushels.	Corn, Bushels.	Leather, Lbs.	Domestics, Bales.	Iron, Lbs.	Miscellaneous Freight.	Way Freight.			Tons.	Amount.
											Wood, Cords.	Miscellaneous Freight.	Lumber, Feet.		
1862—April,	6	...	...	597	..	4,480	430	64	121,446	1,680,896	...	3,150	35,000	1,083 1/2	3,453 80
May,	..	...	...	120	..	4,480	...	15	265,472	6,322,884	...	620	5,000	3,327 1/2	11,691 05
June,	..	...	...	37	...	...	421	21	8,775	934,635	...	1,911	35,000	532 1/2	1,466 13
July,	..	...	...	..	...	...	537	32	19,744	2,620,940	...	14,470	25,000	1,368 1/2	1,728 97
August,	12	...	...	193	...	103	...	45	22,831	1,444,914	...	4,976	...	794 1/2	2,933 74
Sept.	5	...	...	245	16	10	...	50	291,749	1,275,408	443	5,445	...	1,439 1/2	4,711 53
Oct.,	4	...	...	314	30	20	...	16	23,244	13,715,568	...	17,752	15,000	6,967 1/2	27,996 44
Nov.,	1	...	...	614	..	..	...	..	19,205	13,481,466	...	50,435	30,000	6,926 1/2	27,573 50
Dec.,	3	...	...	327	...	20	...	..	197,124	537,560	...	14,521	...	442 1/2	1,833 44
1863—Jan.,	23	...	...	272	...	...	...	..	44,041	14,595,946	...	44,675	15,000	7,414	24,681 62
Feb.,	5	...	...	187	...	2,254	...	5	104,147	931,534	...	14,250	...	617	2,459 30
March,	9	...	...	219	...	2,170	...	..	35,740	724,028	...	200	...	502 1/2	2,138 30
Total,	68	...	...	3,125	46	9,057	1,388	248	1,153,518	58,265,779	443	172,405	160,000	21,416	112,667 82

Tons transported Southwardly, .....	3,283	Amount, .....	\$ 11,731 08
“ Northwardly, .....	31,416	“ .....	112,667 82
Express Freight and Extra Baggage, .....	5,924	“ .....	24,493 30
Total, .....	40,623 Tons.	“ .....	\$148,892 20

## No. 4.—RICHMOND AND PETERSBURG RAILROAD.

*Statement of Through Passengers for the year ending March 31st, 1863.*

## SOUTHWARDLY.

MONTH.					From Richmond to Weldon and Gaston.		Total.
					Whites.	Blacks.	
1862—April,					585	268	853
May,					411	187	598
June,					....	....	....
July,					....	....	....
August,					2,331	473	2,804
Sept.,					2,209	500	2,709
Oct.,					2,221	460	2,681
Nov.,					1,680	256	1,936
Dec.,					1,319	331	1,650
1863—January,					1,694	192	1,886
Feb.,					1,535	195	1,730
March,					1,355	208	1,563
Total,					15,340	3,070	18,410

## NORTHWARDLY.

MONTH.	From Wilmington.	From Weldon, Raleigh and Gaston.	From Weldon to Richmond.		Total.
			Whites.	Blacks.	
1862—April,	283	....	250	26	559
May,	504	....	321	15	840
June,	881	....	248	23	1,152
July,	2,310	....	998	44	3,352
August,	1,804	....	500	97	2,401
Sept.,	1,491	216	679	28	2,414
Oct.,	1,203	533	404	76	2,216
Nov.,	71	496	623	160	1,350
Dec.,	157	102	333	94	686
1863—January,	150	78	783	135	1,146
Feb.,	....	118	566	178	862
March,	....	200	881	219	1,300
Total,	8,854	1,743	6,586	1,095	18,278

Total number of Through Passengers, each direction,..... 36,688

## No. 5.

## RICHMOND AND PETERSBURG RAILROAD.

*Statement of the number of Passengers transported on the Road during the year ending March 31st, 1863.*

## SOUTHWARDLY.

Through Passengers, . . . . .	18,410	
Local Passengers, . . . . .	139,109	
	<hr/>	157,519

## NORTHWARDLY.

Through Passengers, . . . . .	18,278	
Local Passengers, . . . . .	217,518	
	<hr/>	235,796

Passengers between Richmond and Petersburg and Clover Hill, . . . . .	1,284
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Total number of Passengers, . . . . .	<hr/> <u>394,599</u>
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Equal to 7,965,308 Passengers transported one mile.

## No. 6.

## RICHMOND AND PETERSBURG RAILROAD.

*Statement of Coal transported from Clover Hill during the year ending March 31st, 1863.*

MONTH.	To Richmond. Bushels.	To Petersburg. Bushels.	To Port Walthall. Bushels.	Aggregate number of Bushels.	Tons.	Amount.
1862-April,	81,205	43,325	...	124,530	3,892	3,004 93
May,	62,815	24,010	12,010	98,835	3,089	2,350 79
June,	46,645	8,280	....	54,925	1,716	1,352 42
July,	84,810	36,010	....	120,820	3,776	2,930 47
Aug.,	50,420	29,015	...	79,435	2,482	2,534 31
Sep.,	66,645	37,305	....	103,950	3,248	3,318 43
Oct.,	82,530	31,340	....	113,870	3,558	3,663 69
Nov.,	70,655	31,950	....	102,605	3,207	3,290 11
Dec.,	74,170	22,075	....	96,245	3,008	3,109 86
1863-Jan.,	64,930	13,355	....	78,285	2,446	2,543 34
Feb.,	75,765	23,475	....	99,240	3,101	3,204 50
Mar.,	92,500	23,980	....	116,480	3,640	3,771 90
Total,	853,090	324,120	12,010	1,189,220	37,163	35,074 75

## SUMMARY.

Transported to Richmond,	853,090 Bushels—	26,659 Tons.
“ Petersburg,	324,120 “	10,129 “
“ Port Walthall,	12,010 “	375 “
Total, . . .	1,189,220	37,163

## No. 7.

## RICHMOND AND PETERSBURG RAILROAD.

*Monthly Statement of Freight transported from Clover Hill to Richmond during the year ending March 31st, 1863.*

MONTH.	Tobacco, Hhds.	Tobacco, Lbs.	Wheat, Bushels.	Wheat, Lbs.	Miscellaneous freight, Lbs.	Total, Lbs.
1862—April,	..	..	..	..	34,162	34,162
May,	..	..	..	..	6,858	6,858
June,	..	..	..	..	3,525	3,525
July,	..	..	..	..	1,000	1,000
August,	..	..	..	..	9,507	9,507
Sept.,	..	..	..	..	6,106	6,106
October,	2	3,000	..	..	26,125	29,125
Nov.,	..	..	..	..	16,804	16,804
Dec.,	..	..	..	..	26,260	26,260
1863—January,	..	..	..	..	20,380	20,380
Feb'y,	..	..	..	..	5,898	5,898
March,	.	..	..	..	9,014	9,014
Total,	2	3,000	..	..	165,639	168,639

Total number of tons, 84½.

## No. 8.

## RICHMOND AND PETERSBURG RAILROAD.

*Statement of Tonnage transported to and from Clover Hill during the year ending  
March 31st, 1863.*

*From Glover Hill to Richmond.*

	Tons.	Tons.
Tobacco, 3 hogsheads, . . . . .	1½	
Wheat, — bushels, . . . . .	—	
Miscellaneous freight, . . . . .	82¾	
Total, . . . . .	—	84½

*From Richmond to Clover Hill.*

Miscellaneous freight, consisting of Groceries, Corn, Dry Goods, Castings, Furniture, Guano, &c., . . . . .	144½	
Total, . . . . .	—	144½

*From Clover Hill to Petersburg.*

Tobacco, — hogsheads, . . . . .	—	
Wheat, — bushels, . . . . .	—	
Miscellaneous freight, . . . . .	17½	
Total, . . . . .	—	17½

*From Petersburg to Clover Hill.*

Miscellaneous freight, consisting of Groceries, Guano, &c., . . . . .	60½	
Total, . . . . .	—	60½

*From Port Walthall to Clover Hill.*

Hay, Powder, Oil, Corn, &c., . . . . .	—	—
Total Tonnage, exclusive of Coal, . . . . .		306



## No. 9.

## RICHMOND AND PETERSBURG RAILROAD.

*Monthly Statement of the amounts collected on the Passenger Trains, for the transportation of Extra Baggage and Express Freight during the year ending March 31st, 1863.*

MONTH.	Extra Baggage.	Express freight, South'n Express Company.	Total.
1862—April, .	35 50	1,077 88	1,113 38
May, .	63 25	942 90	1,006 15
June, .	123 25	1,315 70	1,438 95
July, .	173 65	1,535 15	1,708 80
August, .	241 25	2,538 30	2,779 55
September, .	125 50	2,653 10	2,778 60
October, .	62 75	1,967 38	2,030 13
November, .	82 25	1,770 39	1,852 64
December, .	72 00	1,918 80	1,990 80
1863—January, .	45 50	2,569 58	2,615 08
February, .	105 75	2,141 42	2,247 17
March, .	201 25	2,730 80	2,932 05
Total. .	1,331 90	23,161 40	24,493 30

## No. 10.

## RICHMOND AND PETERSBURG RAILROAD.

*Statement of the names and dimensions of Locomotive Engines upon the Richmond and Petersburg Railroad, and the number of miles run by each, and the cost of repairs, and of running during the year ending March 21st, 1863.*

NAMES OF ENGINES.	BUILDER.	When placed on the Road	Number of Drivers.	Diameter of Drivers in feet.	Diameter of Cylinders in inches.	Length of stroke in inches.	Miles run with Passenger Trains	Miles run with Freight Trains.	Miles run with Coal Trains.	Miles run with Gravel and Material Trains.	Miles run with Switching Trains.	Miles run with Extra Trains.	Total number of miles run.	Cost of Repairs.	Cost of repairs to 100 miles run.	Cords of Wood used.	Number of Cords of Wood used to 100 miles run.	Gallons of Oil used.	Number of Gallons of Oil used to 100 miles run.	Cost of Repairs and of Wood and oil used to each 100 miles run.	Remarks.
Phoenix,	Bolton & Hicks,	1838	4	4 1/2	10	16	845		11,938		3,975		4,820	494 90		345		63	0.76		
Black Diamond,	M. W. Baldwin,	1847	6	3 1/2	12	16			14,183		145	567	12,505	522 80		578		90	1.39		
Pocahontas,	do.	1848	4	4 1/2	12 1/2	18	135					746	15,209	782 00		647		117	1.29		
Cheslerfield,	do.	1852	4	4 1/2	11 1/2	20	3,276		4,421	563	261	187	10,366	438 76		438		66	1.57		
Henrico,	Burr & Ettinger	1852	4	4 1/2	11	18	26		1,502	766		379	9,694	413 47		411		95	1.02		
Clover Hill,	J. R. Anderson,	1853	4	5	12 1/2	20		817	1,351		128	592	2,888	1,952 84		121		18	1.50		
M. W. Baldwin,	M. W. Baldwin,	1854	4	5	12 1/2	20	1,395		550	570	259	342	4,817	325 64		924		25	1.92		
Mazeppa,	R & P R R Co.,	1854	4	4 1/2	12	18	1,532		119	50	112	468	5,554	659 32		260		58	0.95		
T. Dodamead,	Uriah Wells,	1857	4	5 1/2	13 1/2	24	852				291	441	10,244	942 25		399		92	1.11		
Tecumseh,	A. McCausland,	1862	4	4 1/2	10 1/2	18		1,318			1,700	500	2,900	500 00		131		18	1.22		
No. 1, (rented.)	Smith & Perkins	1862	4	5	15	20	2,460		350		1,91	615	8,785	1,000 00		495		101	0.86		
No. 2, (rented.)	do.	1862	4	4 1/2	15	20		704	1,394		120		968	128 95		80		9	1.07		
No. 3, (rented.)	do.	1862	4	5	15	20	1,095		144		545	45	8,124	542 52		398		8	0.92		
Atlantic,	J. R. Anderson,	1862	4	5	14	20	1,768						1,813	195 00		79		20	0.90		
Washington,	M. W. Baldwin,	1862	4	3 1/2	15 1/2	20	2,352						2,352	871 00		11		24	0.98		
Jefferson Davis,	W. Mason & Co.,	1863	4	5	16	20								569 55							
Bolden Rhodes,	do.	1863	4	5	16	22															
							15,756	21,402	7084	34,558	8,310	7,927	4,882	100,339	10,319 00	0 10	4,721	4,07	984	6 98	0 10

## No. 11.

## RICHMOND AND PETERSBURG RAILROAD.

Statement of miles run by all Trains of all kinds during the year ending March 31st, 1863.

MONTH.	Passenger Trains.	Passenger and Freight Trains.	Freight Trains.	Extra Trains.	Coal Trains.	Material Trains.	Switching Trains.	Total.
1862—April,.....	1,307	2,493		473	2,988	875	698	8,834
May,.....	1,149	2,921		359	2,782	883	809	8,943
June,.....	1,046	3,219		369	1,459	706	647	7,446
July,.....	1,170	1,566	828	365	3,362	871	778	8,940
August,.....	1,665	1,800	743	846	2,170	1,077	731	9,032
September,.	1,170	1,530	675	340	2,058	800	753	7,326
October,....	1,281	2,147	566	260	3,353	778	478	8,863
November,..	1,575	1,169	.....	110	3,129	775	413	7,171
December,..	1,565	750	.....	682	2,973	651	615	7,236
1863—January,...	1,296	1,253	1,232	189	2,658	566	431	7,625
February,...	1,232	1,235	1,232	.....	3,667	600	884	8,850
March,.....	1,280	1,319	1,808	889	3,959	318	500	10,073
Total, . . . . .	15,736	21,402	7,084	4,882	34,558	8,850	7,827	100,330

## SUMMARY.

Miles run with Passenger Trains,...	15,736
" " " Passenger and Freight Trains,.....	21,402
" " " Freight Trains, .....	7,084
" " " Extra Trains,.....	4,882
" " " Coal Trains,.....	34,558
" " " Material Trains,.....	8,850
" " " Switching Trains,.....	7,827
	<u>100,330</u>

## No. 12.

*Business of the Richmond and Petersburg Railroad, during the twelve months ending March 31st, 1863.*

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**TONNAGE.**

Coal transported in tons, . . . . .	37,163
Tobacco transported in hogsheads, . . . . .	610
Cotton transported in bael, . . . . .	3,152
Express Freight and Extra Baggage in tons, . . . . .	5,923
Total amount of freight of all kinds in tons, . . . . .	78,190
Number of tons transported one mile, . . . . .	1,935,430
Miles run by all the engines, . . . . .	100,339
Miles run by coal engines, . . . . .	34,558
Receipts per mile run by all the trains, in cents, . . . . .	\$5.34
Receipts per mile run by the coal trains, in cents, . . . . .	1.06

**PASSENGER TRAVEL.**

Whole number of through passengers, . . . . .	36,688
Whole number of local and Clover Hill passengers, . . . . .	357,934
Total number of passengers transported, . . . . .	394,622
Passengers transported one mile, . . . . .	7,184,192
Miles run by passenger engines, . . . . .	15,736
Receipts per mile run by passenger train, in cents, . . . . .	2,118,000

**RECEIPTS OF ROAD.**

From freight on coal, . . . . .	35,074 74
From miscellaenous freight, . . . . .	139,481 44
From Express Freight and Extra Baggage, . . . . .	24,493 30
Total from freight, . . . . .	<hr/> 199,049 48
From passenger travel, . . . . .	333,264 87
From transportation mail, . . . . .	3,675 00
	<hr/>
Total from passenger and C. S. Mail, . . . . .	336,939 87
From miscellaneous sources, . . . . .	9,669 86
	<hr/>
Total receipts, . . . . .	\$545,659 21

## No. 13.

*List of Officers, Agents and Employees upon the Richmond and Petersburg Railroad, and the pay of each, March 31st, 1863.*

Charles Ellis, President, per annum,	\$2,500 00
R B Haxall,	} Directors.
B W Haxall,	
Charles S Mills, M D.,	
R B Heath,	
Robert Leslie,	
M W Yarrington, Treasurer, per annum,	2,250 00
E H Gill, Superintendent, " "	3,000 00
J C Laughton, Auditor and Superintendent's Clerk, per annum,	1,200 00
J H Woodcock, General Freight and Ticket Agent,	1,800 00
Geo L Currie, Freight Clerk, per month,	84 00
B F Corr, " " " "	84 00
J H Butts, Freight and Ticket Agent, Petersburg, per annum,	1,500 00
R B Kasey, Freight Clerk at Petersburg, per month,	70 00
C B Langley, " " " " " "	70 00
F A Kuper, " " " " " "	70 00
R E Morris, Agent at Clover Hill, including all hands here, } per annum,	2,500 00
F W Myer, Agent Chester and Eng'r Sta'y Engine, per month,	65 00
W H Vest, Agent Fenly's, including hand hire, " "	75 00
P A Chalkley, Agent Half-Way Station,	50 00
T W McCreary, Conductor,	84 00
W R Daniel, " " " "	84 00
W L Yager, Conductor and Baggage Master,	70 00
J B Bonduran, " " " "	70 00
R Hoffman, " " " "	70 00
C Tinsley, " " " " per month,	70 00
Thos H Perdue, Yard Master and Engine runner, " "	100 00
W D Jester, " " " "	100 00
John A Shelly, " " " "	100 00
Hugh Burns, " " " "	100 00
J Wormsley, " " " "	100 00
J Allsop, " " " "	100 00
Wm Nunnley, " " " "	100 00
C Dillon, Material Train, " " " "	100 00
W A Perdue, Engineer, and Firemen, per day,	3 00
John A Burchfield, Section Master, per month,	60 00
John Kelly, " " " "	60 00
C B Keith, Wood Chopping and Gravel Train, " "	60 00
John F Clark, Master Machinist, " "	125 00
John H Whitlock, Master Smith, " "	125 00

James W Robinson, Master Carpenter,	per month,	.	.	110 00
Joseph Talker, Car Inspector,	per day,	.	.	2 50
Two Assistants,	" "	.	.	2 50
Depot and Bridge Watchmen, average,	" "	.	.	2 25
Nine free Firemen and Train hands,	" "	.	.	1 50
Five Machinists,	" "	.	.	5 00
Three Apprentices,	" "	.	.	2 33
Three Carpenters,	" "	.	.	2 90
W Butler, Painter,	" "	.	.	3 00
J L Crump, "	" "	.	.	2 50

## SLAVES.

At Richmond Depot, Yard and Office,	.	.	.	.	20
At Richmond Shops,	.	.	.	.	13
At Petersburg Depot, Petersburg,	.	.	.	.	9
At Clover Hill and other Stations,	.	.	.	.	5
As Firemen and Train hands,	.	.	.	.	12
As Section Men on Repairs of Road,	.	.	.	.	19
On Material and Gravel Trains,	.	.	.	.	11
As Wood Choppers,	.	.	.	.	19





PROCEEDINGS AT THE  
TWENTY-NINTH ANNUAL MEETING  
OF THE  
STOCKHOLDERS

OF THE  
*Richmond & Petersburg R. R. Co.,*

HELD 26<sup>TH</sup> OF APRIL, 1864,

AND  
REPORTS

OF  
OFFICERS AND COMMITTEES.

---

RICHMOND :  
WM. H. CLEMMITT, PRINTER, CORNER MAIN AND 12TH STS.  
1864.



TWENTY-NINTH

ANNUAL MEETING OF THE STOCKHOLDERS,

HELD ON TUESDAY, APRIL 26TH, 1864.

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At a called meeting of the Stockholders of the Richmond and Petersburg Railroad Company, held at the office of the company in Richmond, on Tuesday, the 26th day of April, 1864, in accordance with a resolution of the Board of Directors, of the 11th of April, 1864.

James H. Cox was appointed Chairman, and M. W. Yarrington, Secretary.

The Chairman appointed Wirt Robinson, Esq., and Levin S. Joyues, M. D., a committee to examine proxies.

The committee reported that they had examined the proxies, and found them to agree with the list laid before them by the Treasurer, which report was received and approved.

There being present, in person and by proxy, private Stockholders entitled to 1,619 votes, and the proxy of the Board of Public Works, William F. Watson, Esq., entitled to 1,078 votes, equal to two-thirds of the votes of the private Stockholders present, in all 2,697 votes, (the whole number of votes that could be given by all of the Stockholders being 3,471 votes,) the meeting proceeded to business.

Whereupon the annual report of the Board of Directors, with its accompanying documents, were laid before the

meeting, and after having been read and examined, on motion, were received and approved.

The following report of the committee of examination was laid before the meeting, and, on motion, was received and approved :

The committee on examination have made a careful survey of the road, bridges, rolling stock and machinery belonging to the Company, and report as follows :

The bridges over James river and Swift creek, are in excellent condition. The engines and trains which have been run on the road during the past three years, having been so much heavier than any which were known of or contemplated when they were constructed, they were not equal to the demands lately made upon them, but a judicious plan of bracing having been adopted, by which the strain on the cross beams which support the track, is divided alike between the upper and lower chords, has so far strengthened the whole structure as to secure the requisite strength, and they are now equal to the demands made upon them. The bridge over Falling creek, from the same cause, became deflected some six or eight inches, but was speedily righted, and is now being braced like the other two, and will, in a few days, be beyond the possibility of injury by any trains which can be moved by the heaviest engines now in use. The timber in the lattice work of all the bridges is in excellent preservation, and bids fair to last for many years. The flooring of the James river bridge has suffered very much from its constant use as a foot bridge, by persons who are allowed to use it daily. While it may seem illiberal in the Company to refuse the privilege to persons, who, without it, will have to walk much farther, yet when we consider the high price of materials necessary to replace the floor, and the importance of keeping it tight to protect the body of the bridge from the action of the weather, we have no hesitation in recommending, that the use of the bridge be limited to those who are compelled by their connection with the Company, or by military order, to pass over it.

The road-bed and superstructure are in remarkably good condition, without making any allowance for the very unfavorable weather which, during the past three months, has been so prejudicial to them. The ditches being deeply cut and kept clean, have drained the road-bed, and by keeping it dry have secured the ties from rot, and preserved the alignment of the track. At the terminus of the road and at Chester, at which places the shifting of cars and making up of trains, requires the track to be used more than elsewhere, the rails are very badly worn, but along the whole of the rest of the track they are in very good order.

The Engines and cars will compare very favorably with any which we

have seen in the Confederacy, and considering the demands which are being constantly made upon them, and the little time allowed for repairs, it is a matter of surprise that *this* condition is so well maintained.

We have not had time or opportunity to make a thorough examination of the books and accounts of the Treasurer, but we can testify to the system and order with which they are kept, and the result of examinations made upon previous occasions, justify us in expressing every confidence in their accuracy.

THOMAS H. WYNNE, *Chairm'n pro tem.*

On motion of William F. Watson, Esq., it was ordered that application be made to the newspapers for certificates of the publication of the present called meeting, and that such certificates be recorded with the proceedings of this meeting.

B. W. Haxall, Esq., offered the following resolution, which was adopted :

*Resolved*, That until further action of the Stockholders, the Board of Directors be instructed to pay the expenses of the Director from the city of Petersburg, incurred in attending meetings of the Board, and that this payment commence from the 1st of April, 1862.

On motion of the President, Charles Ellis, Esq., it was

*Resolved*, That the annual meetings of the Stockholders of this Company, shall hereafter take place on the Tuesday after the last Monday in November of each year, and that the fiscal year of the Company shall terminate on the 30th of September of each year, so as to conform to the annual reports required to be made to the Board of Public Works.

The following communications, addressed to the President of this Company by F. W. Simms, Lt. Col. and Quartermaster of the Confederate States of America, was then laid before the meeting :

CONFEDERATE STATES,  
QUARTERMASTER'S DEPARTMENT, Railroad Bureau,  
*Richmond, April 6th, 1864.* }

CHARLES ELLIS, Esq., Prest. R. & P. R.R., Richmond, Va.

Dear Sir,—I am directed by the Hon. Secretary of War, to request that you convene, at the earliest practicable day, the Stockholders of the Railroad Company of which you are President, and learn of them upon what



terms they are willing for the road to pass into the entire control of the Confederate States, for so long a time as the military exigencies of the country may demand it.

Without proposing to give any direction to your deliberations, I would suggest that a committee of your number be appointed, with full powers to act, and they confer with such officer as the government may indicate, in order that some just and equitable terms be agreed upon, for the accomplishment of a purpose which the government thinks is of the most extreme importance.

It is with the greatest reluctance that this step is proposed, and nothing but a sense duty has dictated it; the salvation of the army of Virginia depends on more rapid transportation of troops and supplies, and this measure will accomplish it.

You earnest and careful attention is asked to a proposition involving so much of good will to the country, as well as to your Company.

I am, sir, very respectfully, yours, &c.,

F. W. SIMMS, *Lt. Col. &c.*

CONFEDERATE STATES,  
QUARTERMASTER'S DEPARTMENT, Railroad Bureau, }  
*Richmond, April 7th, 1864.*

CHARLES ELLIS, Esq., President.

Dear Sir,—My communication, of yesterday, should have stated that the same request has been made of the other two Companies between this city and Wilmington, and the object desired is to work the three roads as one corporation.

This explanation is rendered in order that you may not suppose any distinction drawn against your road, or that any dissatisfaction is felt with your management.

Very respectfully, yours, &c.,

F. W. SIMMS, *Lt. Col., &c.*

Whereupon, Mr. William F. Watson offered the following preamble and resolutions, which were unanimously adopted :

Whereas a communication has been received by this Company, bearing date the 6th of April, 1864, from F. W. Simms, Lt. Col., &c., desiring to know upon what terms this Company is willing for its road to pass into the entire control of the Confederate States, for so long a time as the military exigencies of the country may demand it; and

Whereas the Stockholders of the Company have been convened especially for the purpose of taking into consideration the proposition referred

to, and have deliberately considered the same, and respectfully submit their response to the proposition in the following resolutions :

1st. *Resolved*, That this Company is sincerely desirous to do everything within its power to second the government in its views, should it become absolutely necessary.

2nd. *Resolved*, That while this is the opinion of this Company, it is not aware that up to this time that there has been any neglect or refusal on its part, to discharge any and every duty required by the government.

3rd. *Resolved*, That unless some good and absolute reason points for a change, this Company would greatly prefer that the management of its business should not be taken out of its own hands, and that this Company is of the opinion that it would be to the interest of the government and of this Company, that the administration of the Company should remain as it is at present.

4th. *Resolved*, That this Company pledges itself to do everything in its power to carry out the wishes of the government, but respectfully prefers that the business may be permitted to remain under their own control and management.

On motion of Peter V. Daniel, Jr., Esq., the following resolutions were adopted :

1st. *Resolved*, That the Board of Directors of this Company be and are hereby authorized and instructed to make with the government of the Confederate States, in concert with other Companies, such an arrangement as to the transportation over this road, (and the control and possession of its property,) as they may deem expedient under existing circumstances, and for that purpose to appoint temporary or permanent Committees of the Board, with authority to exercise such functions and powers, as may be necessary and proper to consummate and execute such arrangement.

2nd. *Resolved*, That the Board of Directors, and any committee appointed to negotiate, in concert with other Companies, any arrangement with the Confederate States government for the management of this road, be and are hereby instructed to make no lease or transfer of the road and property of this Company, if any other arrangement can be made ; and that if no other arrangement can be made, any proposition for such a lease shall be inoperative until ratified by an adjourned meeting of the Stockholders of this Company.

On motion, it was

*Resolved*, That when this meeting adjourn, it be to re-assemble on Friday next at 10 o'clock, A. M.

Messrs. T. H. Wynne, W. F. Watson, W. H. Haxall, A.

D. Townes and Isaac Davenport, Jr., were appointed the committee of examination for the present year.

The meeting then proceeded to the election of officers, whereupon Charles Ellis, Esq., was unanimously elected President of the Company, and Messrs. R. B. Haxall, B. W. Haxall and Dr. C. S. Mills, unanimously elected Directors on behalf of the Stockholders.

Messrs. Robert Leslie and Benjamin H. Nash, were announced to have been appointed Directors on behalf of the State.

Mr. Thomas H. Wynne offered the following resolutions which were adopted :

*Resolved*, That the resolution of the Board of Directors, adopted on the 19th day of December, 1863, by which the President of this Company was authorized to receive as a loan, subject to the approval of the Stockholders, a sum which would make his salary \$5,000 per annum, is hereby approved, and the President is hereby released from the repayment of such excess as he may have received above his salary.

2nd. *Resolved*, That until farther action by the Stockholders, the salary of the President be increased to \$7,500 per annum.

On motion;

*Resolved*, That the President take such measures in regard to publishing the report of the President and Directors, with the accompanying documents and proceedings of this meeting, as he may deem expedient.

On motion, the meeting then adjourned.

JAMES H. COX, *Chairman*.

M. W. YARRINGTON, *Secretary*.

*April 29th, 1864.*

This being the day for the meeting of the Stockholders, pursuant to adjournment, there being no quorum present, the meeting was adjourned over to Tuesday, the 10th day of May next, at 10 o'clock, A. M.

RO. W. HAXALL,  
THOS. H. WYNNE.

*May 10th, 1864.*

This being the day for the meeting of the Stockholders, pursuant to adjournment, there being no quorum present, the meeting was adjourned over to Monday, the 30th inst., at 10 o'clock, A. M.

RO. W. HAXALL,  
THOS. H. WYNNE.

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*Richmond, Va., May 30th, 1864.*

This being the day for the adjourned meeting of the Stockholders, pursuant to adjournment on the 10th inst., there being no quorum present, those Stockholders attending adjourned again to the 27th of June, 1864.

C. S. MILLS,  
THOS. H. WYNNE,  
CHARLES ELLIS.

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*Richmond, Va., June 27th, 1864.*

This being the day for the adjourned meeting of the Stockholders, pursuant to adjournment, there being no quorum present, those Stockholders attending adjourned *sine die*.

C. S. MILLS,  
H. HANCOCK.

## ANNUAL REPORT.

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The Board of Directors respectfully submit to the Stockholders their annual report and accompanying tables, shewing the operations of the Company for the past fiscal year, ending the 31st March, 1864.

The earnings of the road during that period have amounted to \$741,596 39; and the expenditures to \$545,985 61. With all the care and proper economy which could be exercised, it will be perceived that the expenses have advanced in a much greater ratio than the receipts. The demands of the government for continuous transportation, have forced us to keep our trains constantly in use, and the consequent wear and tear called for more frequent and more costly repairs than usual.

The funded debt of the Company has been reduced during the past year, by the conversion into stock of eighteen of the 6 per cent. coupon bonds, leaving outstanding of that debt the sum of \$13,500. The whole amount of funded debt is \$144,000, due in 1875.

The report of the Examining Committee and of the Superintendent, will shew what is the condition of the roadway, rolling stock and other property of the Company.

Since the 1st of April, 1861, to the 31st March, 1864, there has been passed over this road more than one million of persons, and upwards of two hundred and fifty thousand tons of freight. This heavy movement has been effected under circumstances of great embarrassment, with singular exemption from accident. The management of the road, during the past year, has encountered many difficulties.



How they have been met and overcome, the condition of the property of the Company and the work performed, furnish the best evidence of the faithful manner with which its officers and employees have performed their duty:

By a comparative examination of tables No. 6 and 12, for the present and the past year, it will be perceived that the coal transported from Clover Hill during the past twelve months, is less than for the preceding by 778 tons; and that this decreased quantity required a much greater number of miles to be run by our coal trains this year than last.

In addition to these results, and the well known advance in the cost of railroad materials and supplies, the Superintendent's report shews that our stock of coal cars was last year 123, this year they number only 110. Also, that whilst there was received for the transportation of coal but \$1 88 per ton, the general freight produced \$4 63 per ton. All these facts exhibit very clearly the necessity of the advance made by the Board, on the 1st of February last, on the rates of transportation of coal.

CHARLES ELLIS, *President.*

April 26th, 1864.



## A.

*Statement of the affairs of the Richmond and Petersburg Railroad*

## COST OF ROAD AND PROPERTY.

From Richmond to Petersburg, including interest, per statement A No. 1, - - -	\$922,822 39	
Branch road to Port Walthall, including purchase of land, wharves, coal tracks and cars, - - -	45,539 09	968,361 48
Reconstruction of road, - - - -		219,852 50
Land purchase, - - - - -		45,078 26

## DEBTS DUE TO THE COMPANY.

This Company's stock, - - - -	12,126 06	
Confederate bonds, - - - -	227,000 00	
Open accounts, - - - - -	6,422 37	245,548 43
Cash on hand, - - - - -		2,288 90

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\$1,481,129 87

*Company, from the commencement of the work to the 1st day of April, 1864.*

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CAPITAL STOCK.

Subscribed by individuals,	3,000 shares,	300,000 00	
Coverted loan stock at \$50,	3,230 shares,	161,500 00	
			461,500 00
Subscribed by the State, old stock,	2,000 shares,	200,000 00	
	new stock, 1,856 shares,	185,600 00	
			385,600 00
			847,100 00
	10,086 shares entitled to equal dividends.		

DEBTS DUE BY THE COMPANY.

Coupon bonds due June 1st, 1875,	-	-	78,500 00	
Registered bonds due June 1st, 1875,	-	-	52,000 00	
Coupon bonds due July 1st, 1875,	-	-	13,500 00	
Unclaimed dividends,	-	-	12,922 50	
Open accounts,	-	-	3,666 01	
				160,588 51
Profit and loss,	-	-	-	473,441 06
				\$1,481,129 57

M. W. YARRINGTON, *Treasurer.*

RICHMOND, APRIL 1st, 1864

## A No. 1.

*Heads of Expenditure for construction of Road and purchase of Property to  
1st April, 1864.*

Preliminary surveys, . . . . .	2,896	87
Contingent expenses, . . . . .	2,675	69
Purchase of Manchester and Petersburg Turnpike stock, . . . . .	23,841	35
Engineering expenses, . . . . .	32,403	99
Real property in Richmond, . . . . .	21,917	24
"    "    Pocahontas, . . . . .	3,200	00
"    "    Petersburg, . . . . .	1,928	35
"    "    Chester, . . . . .	900	00
Land damages, . . . . .	22,802	26
Graduation, . . . . .	168,373	32
Superstructure, . . . . .	111,510	09
Masonry, . . . . .	72,223	29
James River Bridge—Masonry, . . . . .	\$49,783	03
Superstructure, . . . . .	86,050	15
		<hr/>
		135,833 18
Falling Creek Bridge, . . . . .	10,889	30
Swift Creek Bridge, . . . . .	10,027	79
Kingsland Creek Bridge, . . . . .	5,496	42
Depots and work shops, . . . . .	13,106	72
Richmond Depot, . . . . .	44,029	05
Manchester Depot, . . . . .	3,359	04
Water Station, . . . . .	1,181	54
Pocahontas Depot, . . . . .	8,011	79
Locomotive engines and cars, . . . . .	97,508	69
Omnibus, . . . . .	1,639	83
Officers' salaries, . . . . .	5,717	33
Repairs of Turnpike at the date of purchase, . . . . .	1,389	97
Interest on loans, . . . . .	113,099	57
Premium on sterling bills, and commission on paying loan due in England, . . . . .	6,859	72
		<hr/>
		119,959 29
		<hr/>
		\$922,822 30

M. W. YARRINGTON, *Treasurer.*

RICHMOND, APRIL 1st, 1864.

## B.

*Statement of Financial affairs within the year ending March 31st, 1864.*


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Cash on hand March 31st, 1863, - - -	32,559 47
Debts due to the Company—decreased this sum,	32,715 52
Transportation—received this sum, - - -	741,596 39
Transportation—received from omnibus expenses this sum, - - - - -	125 00
Interest account—received excess of interest this sum, - - - - -	10,281 71
Profit and loss—received premium on C. S. bonds sold this sum, - - - - -	9,708 84
Capital stock—increased this sum, - - -	9,000 00

## DISBURSEMENTS.

Debts due by the Company—decreased this sum,	11,434 42	
Ordinary expenses, - - - - -	545,985 61	
Dividends—paid this sum, - - - - -	275,928 00	
Profit and loss—charged to unpaid capital stock this sum, - - - - -	350 00	
Cash on hand March 31st, 1864, - - -	2,288 90	
	<hr/>	<hr/>
	\$835,986 93	\$835,986 93

M. W. YARRINGTON, *Treasurer.*

RICHMOND, APRIL 31st, 1864.

## C.

## Statement of Income from Transportation from April 1st, 1863, to March 31st, 1864.

DATE.	Through Travel.	Local Travel.	Local Freight.	Extra Baggage.	Express Freight.	Freight on Coal from Clover Hill.	Clover Hill Travel.	Clover Hill Freight.	Transportation of Mail.	Miscellaneous Receipts.	Total.
1863.											
April,	4,878 50	22,215 60	2,903 18	271 00	2,955 40	3,785 56	74 37	110 86	306 25	1,498 52	38,999 24
May,	4,393 50	13,623 45	24,693 66	173 50	1,776 90	3,631 53	49 90	75 88	306 25	648 06	49,372 63
June,	4,439 00	11,671 25	2,776 06	237 00	2,442 54	3,347 40	120 60	74 61	306 25	221 37	25,636 08
July,	2,969 50	18,374 45	19,142 75	126 75	4,134 90	3,540 53	174 49	27 86	306 25	2,502 31	51,299 79
August,	3,814 50	40,333 27	56,712 63	119 50	4,671 55	6,741 50	217 52	72 06	306 25	853 62	113,842 40
September,	3,475 00	27,269 07	20,849 19	171 50	3,708 20	7,182 62	142 13	88 00	306 25	240 95	63,432 91
October,	3,016 00	14,700 45	5,278 49	286 00	3,011 31	6,977 62	140 22	110 31	306 25	1,594 27	35,420 92
November,	3,602 50	53,120 20	31,119 52	518 00	3,213 88	6,672 58	110 04	49 70	306 25	307 25	99,019 92
December,	4,017 75	27,350 20	2,083 70	723 50	3,215 10	4,460 46	117 00	45 64	306 25	151 88	42,471 48
1864.											
January,	4,805 50	32,425 45	13,641 23	590 00	2,461 80	3,427 76	131 29	115 12	306 25	2,607 10	60,511 50
February,	4,286 50	23,198 25	5,938 75	607 50	2,272 33	9,034 50	139 20	154 54	306 25	8,144 30	54,082 12
March,	213 75	49,134 63	40,154 26	710 00	5,000 00	9,883 00	241 51	103 26	306 25	1,760 74	107,507 40
	43,912 00	333,416 27	225,293 42	4,534 25	38,863 91	68,685 06	1,658 27	1,027 84	3,675 00	20,530 37	741,596 39

M. W. YARRINGTON, Treasurer.

RICHMOND, APRIL 1st, 1864.

## D.

*Statement of Transportation Expenses from April 1st, 1863, to April 1st, 1864.*

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Repairs of Road, . . . . .	62,997 40
Repairs of Bridges, . . . . .	20,926 00
Repairs of Depots and Water Stations, . . . . .	4,867 12
Repairs of Locomotive Engines and Tenders, . . . . .	65,186 15
Repairs of Passenger, Mail and Baggage Cars, . . . . .	21,913 64
Repairs of Freight Cars and Flats, . . . . .	18,699 96
Repairs of Coal Cars, . . . . .	12,616 22
Repairs of Shop Tools and Machinery, . . . . .	6,135 80
Oil and Tallow, . . . . .	34,763 63
Cotton Waste, . . . . .	3,429 00
Wood, . . . . .	60,638 23
Train Expenses, . . . . .	49,229 78
Depot Expenses, . . . . .	45,606 62
Postage, Stationery and Printing, . . . . .	6,813 74
Salaries, . . . . .	8,708 34
Insurance on Buildings, . . . . .	3,271 51
Tax Account, . . . . .	27,064 55
Cattle killed by Trains, . . . . .	100 00
Lost and Damaged Goods, . . . . .	1,480 00
Miscellaneous Expenses, . . . . .	2,463 30
New Locomotive Engines, . . . . .	44,646 87
Clover Hill Transportation Expenses, . . . . .	15,740 10
New Passenger, Mail and Baggage Cars, . . . . .	1,655 35
New Freight Cars, . . . . .	26,914 30
New Coal Cars, . . . . .	118 00
	<hr/>
	\$545,985 61

M. W. YARRINGTON, *Treasurer.*

RICHMOND, APRIL 1st, 1864.



## E.

*Comparative Statement of the business of the Richmond and Petersburg Railroad Company, the year ending March, 31st, 1863, and the year ending March 31st, 1864.*

	1863.	1864.	IN 1864.	
			Decrease of Dr. & Incr. of Cr.	Increase of Dr. and decr. of Cr.
Cash,	32,559 47	2,288 90	30,270 57	
Debts due to the Com- pany,	278,263 95	245,548 43	32,715 52	
Cost of road and pro- perty,	922,822 39	922,822 39		
Cost of Branch road and property,	45,539 09	45,539 09		
Reconstruct'u of road,	219,852 50	219,852 50		
Land purchase,	45,078 26	45,078 26		
	1,544,115 66	1,481,129 57		
Capital stock,	838,100 00	847,100 00	9,000 00	
Open accounts due by Company,	19,022 93	16,588 51		2,434 42
Coupon bonds due June 1st, 1875,	78,500 00	78,500 00		
Registered bonds due June 1st, 1875,	52,000 00	52,000 00		
Coupon bonds due Ju- ly 1st, 1875,	22,500 00	13,500 00		9,000 00
Profit and loss,	533,992 73	473,441 06		60,551 67
	1,544,115 66	1,481,129 57	71,986 09	71,986 09

M. W. YARRINGTON, *Treasurer.*

RICHMOND, APRIL 1st, 1864.

# SUPERINTENDENT'S REPORT.

OFFICE RICHMOND & PETERSBURG RAILROAD Co., }  
*Richmond, Va., April 1st, 1864.* }

CHARLES ELLIS, Esq., *President* :

Dear Sir,—I respectfully submit the following report of the operations of the road for the fiscal year which has just terminated :

## RECEIPTS OR EARNINGS.

From transportation of passengers, -	-	378,986	54
From extra baggage and express freight, -	-	43,398	16
From mails, - - - - -	-	3,675	00
From transportation of freight, -	-	295,006	32
From miscellaneous sources, -	-	20,530	37
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Total receipts or earnings, -	-		\$741,596 39

## EXPENSES OF WORKING THE ROAD.

For repairs of road, - - - - -	-	62,997	40
For repairs of bridges and watching, -	-	20,926	00
For repairs of depots and water stations, -	-	4,867	12
For repairs of engines and tenders, -	-	65,186	15
For repairs of passenger, mail and baggage cars, -	-	21,913	64
For repairs of freight cars and flats, -	-	18,699	96
For repairs of coal cars, - - - - -	-	12,616	22
For repairs of shop tools and machinery, -	-	6,135	80
For oil, tallow and grease, - - - - -	-	34,763	63
For cotton waste, - - - - -	-	3,429	00
For wood, - - - - -	-	60,633	23
For train expenses, - - - - -	-	49,229	78
For depot expenses, - - - - -	-	45,606	62
For postage, stationery and printing, -	-	6,813	74
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Amounts carried forward, - - - - -	-	413,823	29
			741,596 39

Amounts brought forward,	-	-	-	413,823 29	741,596 39
For officers' salaries,	-	-	-	8,708 34	
For taxes,	-	-	-	27,064 55	
For insurance on buildings,	-	-	-	3,271 51	
For lost and damaged goods,	-	-	-	1,480 00	
For miscellaneous expenses,	-	-	-	2,463 30	
For new locomotive engines,	-	-	-	44,646 87	
For Clover Hill transportation expenses,	-	-	-	15,740 10	
For new passenger car,	-	-	-	1,655 35	
For new freight cars,	-	-	-	26,914 30	
For new coal cars,	-	-	-	118 00	
For cattle killed by trains,	-	-	-	100 00	
Total expenses,	-	-	-		545 985 61
Leaving a net balance of receipts of	-	-	-		\$195,610 78

The extraordinary expenses of the year are embraced in the foregoing statement of working expenses, *although they do not properly belong to it*. They are as follows:

For three locomotive engines,	-	-	-	44,646 87
For new freight cars,	-	-	-	26,914 30
For new passenger and coal cars,	-	-	-	1,755 35
For mules, wagons, carts, harness, &c., for hauling wood,	-	-	-	3,000 00
For one stationary engine,	-	-	-	1,500 00
Sum total of extraordinary expenses,	-	-	-	\$77,816 52

The receipts exceed those of the last fiscal year \$195,-937 18, and the expenses \$365,022 97.

#### TONNAGE.

The tonnage is as follows:

Coal transported to Richmond,	-	-	-	26,002 tons.
Coal transported to Petersburg,	-	-	-	10,383 tons.
Other freight,	-	-	-	51,522 tons.
Express freight and extra baggage,	-	-	-	6,697 tons.
Total,	-	-	-	94,604 tons.

The receipts from coal transportation amount to \$68,-685 05, or \$1 83 per ton, or \$1 52 per mile run, and from all other freight, including extra baggage, to \$269,719 43,

or \$4 63 per ton, and the number of tons transported one mile amounts to 2,359,498.

#### PASSENGERS.

There were 403,910 passengers transported; of these 1,644 were Clover Hill passengers, and 3,650 were free. The receipts from passenger fare amount to \$378,986 54, or 94 cents per passenger, and the total movement or number of passengers transported one mile exclusive of free passengers, is 8,500,748, and the average fare of each passenger 4.45 cents per mile.

#### EXPRES FREIGHT AND EXTRA BAGGAGE.

The receipts from express freight and extra baggage, amount to \$43,398 16, or \$6 48 per ton. The receipts per mile run of *all the trains* amount to \$5 90, and the expenses per mile run to \$4 34.

Tables hereunto annexed marked No. 1, 2, 3, 4, 5, 6, 7, 8, 9, and 12, furnish full information in detail, relative to freight and travel.

#### THE ROAD AND BRIDGES.

The condition of the road and bridges, is as good as could be expected, and will compare favorably with that of any road in the Confederacy. Nine thousand eight hundred and fifty new cross ties have been laid during the year, and two hundred and fifty bars of iron. The turn-outs at Manchester, Temple's, Rice's and Chester, have been laid with heavy iron, and otherwise improved.

#### LOCOMOTIVE ENGINES.

Nine of the locomotive engines including the No. 1, (a rented engine) are in good running order, four are laid up undergoing repairs. They have all been kept in constant use whenever their condition would admit of it. Two of those now laid up may be regarded as worn out. The boiler of the engine Jefferson Davis (purchased from the government) exploded near Falling Creek on the 6th of July

last, instantly killing the engineer, Hugh Burns, and three others.

The number of miles run by the engines amounts to 125,675, and the cost of repairs to forty cents per mile run. The machine shop has been for some months under the direction of Mr. William B. Ransom, a machinist of skill and experience.

For further information relative to the engines, I refer you to tables marked No. 10 and 11.

#### ROLLING STOCK OR CARS.

There are now seven first and six second class passenger cars, three baggage and mail cars, forty-two box or freight cars, one stock car, twenty flats, two gondolas, one hundred and ten coal cars, four gravel cars, three hand cars, five pole cars and two dirt cars. They are all in running order and kept in constant use.

#### MATERIALS ON HAND.

The present value of the materials on hand, consisting of iron, steel, lumber, ties, wood, and provisions, and clothing, is estimated at about \$80,000, exclusive of the value of old rails now on hand.

For a list of the names of the officers, agents and employees of the Company, and the pay of each, I refer you to statement No. 13.

The expenses of the year appear high compared with the receipts, but it must be borne in mind that the rates for freight and fare have not kept pace with the exorbitant cost of supplies. For instance, the cost of wood has advanced from \$1 25 to \$8 per cord; lumber from \$15 to \$130 per thousand; oil from 75 cents to \$30 per gallon; tallow and lard, from twelve cents to \$5 per pound; packing from eighteen cents to \$16 per pound; iron from \$80 to \$1,400 per ton; bacon from twelve cents to \$5 per pound; corn from \$1 to \$40 per bushel, and labor has advanced *at least five fold*, notwithstanding all which *Railroad rates have, but in few instances, been much more than doubled.*

In 1861, we received for the transportation of coal,  $72\frac{1}{4}$  cents per ton, and for freight other than coal \$1 58 per ton, and for each passenger \$1 05. For the past fiscal year we received for the transportation of coal \$1 88 per ton ; for freight other than coal \$4 63 per ton, and for passengers 94 cents.

Our expenses during the first quarter of the year were \$68,652 29 ; the second quarter they were \$78,013 63 ; the third quarter they were \$150,389 87, and the fourth quarter they amounted to \$248,929 82.

In conclusion, it affords me great pleasure to inform you that the officers, agents and employees of this Company, have performed their several duties zealously, cheerfully, and in a highly satisfactory and creditable manner.

Respectfully submitted,

E. H. GILL.



# NO. 1.—RICHMOND AND PETERSBURG RAILROAD.

Monthly Statement of the Tonnage, the number of Passengers transported, and of the receipts for Freight, Passenger Fare, Express Freight, and Extra Baggage, and for the transportation of the Confederate States Mail, for year ending March 31st, 1864.

Month.	Tons.	Tons.	Tons.	Tons.	Tons.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Coal from Clover Hill	3,619	30 1/2	642	766	5,087 1/2	6,739 60	1,758	1,650	11,943	9,813	127	25,294	27,168 47	306 25	3,223 40
Freight to and from Clover Hill.	3,334	22	6,171 1/2	46 1/2	10,188 3/4	28,401 07	1,209	1,803	21,806	104	39,454	18,086 85	306 25	1,950 40	38,899 24
Freight from Richmond to Petersburg and vice versa.	3,357	26	608 3/4	634 1/2	4,586	6,198 07	1,753	1,262	12,492	18,950	162	31,550	16,930 85	306 25	1,950 40
Express Freight and Extra Baggage.	3,433	7 3/4	4,746	701 3/4	8,890 1/2	22,711 14	1,172	900	15,823	16,594	192	34,591	21,518 44	306 25	4,261 65
Total Tonnage.	3,132	27 1/2	14,121	790 1/2	18,090 1/2	63,526 19	1,519	1,900	10,542	12,215	236	25,714	44,365 20	306 25	4,781 05
Amount.	3,363	34 1/2	5,035	635 1/2	9,058 1/2	28,119 81	1,204	1,280	34,233	18,514	163	55,394	30,885 20	306 25	3,879 70
Through Passengers.	3,366	27 1/2	950 1/2	530 1/2	4,738 1/2	12,366 42	1,817	841	9,150	15,561	153	27,022	17,856 67	306 25	3,297 31
Through Passengers.	3,191	16	7,439 1/2	548 1/2	11,154 1/2	37,841 80	1,339	1,106	9,717	15,087	112	27,999	16,832 71	306 25	3,731 88
Local and Way Passengers.	2,092	11	397	608 1/2	3,108 1/2	6,569 80	1,439	1,262	12,306	12,038	102	26,999	31,484 95	306 25	3,938 60
Local and Way Passengers.	1,607	15 1/2	2,843 1/2	425	4,890 1/2	17,184 11	1,102	1,962	18,061	14,189	90	34,704	27,302 21	306 25	3,051 89
Clover Hill passeng'rs.	2,823	20	7,283 1/2	384 3/4	10,010 1/2	15,127 79	1,050	766	18,749	18,479	77	33,125	27,623 95	306 25	3,879 83
Total number of passengers.	3,088	14 3/4	211	911	4,010 1/2	50,140 52	58	11	16,372	14,299	124	33,862	40,350 89	306 25	5,710 00
Passenger Fare.	36 3/4	2 3/4	51,292	6 6/7	91,634	295,006 32	14,970	13,937	179,921	190,484	1,644	430,561	378,985 51	3,675 00	43,398 16
Confederate States Mail.															
Express Freight and Extra Baggage.															
Miscellaneous Receipts.															
Total receipts.															

Amounts indicated similar to the above for the years ending April 30th, 1861, 1862, 1863, 1864, 1865, 1866, 1867, 1868, 1869, and March 31st, 1861, 1862, and 1863.

## No. 2.—RICHMOND AND PETERSBURG RAILROAD.

*Statement of Local Passengers between Richmond and Petersburg for the year ending March 31st, 1864.*

## NORTHWARDLY.

MONTH.	Way Passen- gers Set down.		Way passen- gers Taken up.		Petersburg to Richmond.		Total		Grand Total
	Whites.	Blacks.	Whites	Blacks.	Whites	Black.	Whites	Black.	
1863-April,	796	116	657	68	7,363	813	8,816	997	9,813
May,	367	100	2,026	84	21,450	779	23,843	963	24,806
June,	4,370	84	334	93	13,349	729	18,053	906	18,959
July,	916	47	372	73	14,512	584	15,800	704	16,504
Aug.	374	100	427	116	10,369	829	11,170	1,045	12,215
Sept.	539	78	415	77	16,519	886	17,473	1,041	18,514
Octo.	522	81	411	129	13,583	835	14,516	1,045	15,561
Nov.	748	78	599	209	12,721	732	14,068	1,019	15,087
Dec.	973	179	635	225	9,181	865	10,789	1,269	12,058
1864-Jan'y,	711	238	528	353	11,451	908	12,690	1,499	14,189
Feb'y,	423	157	402	232	16,570	695	17,395	1,084	18,479
Mar.	269	63	338	120	12,830	679	13,437	862	14,299
Total	11,008	1,321	7,144	1,779	159,898	9,334	178,050	12,434	190,484

## SOUTHWARDLY.

MONTH.	Way Passen- gers Set down.		Way Passen- gers Taken up.		Richmond to Petersburg.		Total		Grand Total
	Whites	Blacks	Whites	Blacks	Whites	Black.	Whites	Black.	
1863-April	1,152	124	1,269	94	8,527	780	10,948	993	11,946
May,	629	162	368	66	9,362	945	10,359	1,173	11,532
June,	2,743	142	260	77	8,516	664	11,519	883	12,402
July,	969	102	291	81	13,707	673	14,967	856	15,823
Aug.,	435	184	327	93	8,556	947	9,318	1,224	10,542
Sept.,	427	127	2,936	57	29,925	761	33,288	945	34,233
Octo.	389	189	405	50	7,399	718	8,193	957	9,150
Nov.,	813	239	456	105	7,467	637	8,736	981	9,717
Dec.,	975	164	533	251	9,344	1,127	10,852	1,542	12,394
1864-Jan'y,	649	145	462	242	15,700	863	16,811	1,250	18,061
Feb'y,	456	106	449	239	15,735	768	16,640	1,113	17,753
Mar.,	410	64	268	91	14,784	755	15,462	910	16,372
Total	10,047	1,748	8,024	1,446	149,022	9,638	167,093	12,832	179,925

## SUMMARY,

Northwardly,	-	-	-	-	-	-	-	-	190,484
Southwardly,	-	-	-	-	-	-	-	-	179,925
Total,	-	-	-	-	-	-	-	-	370,409

J. C. LAUGHTON,  
Aud. and Supt.'s Clk.

## No. 3.

## RICHMOND AND PETERSBURG RAILROAD.

*Statement of Tonnage between Richmond and Petersburg for the year ending March 31st, 1864.*

## SOUTHWARDLY.

MONTH.	Tobacco hds.	Sugar, hds.	Whiskey bbls.	Nails & Spikes in kegs.	Iron, lbs.	Machinery & castings, lbs.	Lumber, feet.	Miscellaneous Freight, lbs.	Way Freight, lbs.	Tons.	Amount.
1863—April, . . .				345	43,244	13,100		85,444	1,520	92	426 63
May, . . .				326	22,045			110,201	8,705	94½	324 48
June, . . .				263	35,086	7,074		106,149	6,945	91½	393 71
July, . . .				365	21,733	3,000		61,814	3,140	65	285 18
August, . . .				102	63,732			254,740	2,630	285	861 59
September, . . .				548	28,968	85,430		85,790	11,410	135	778 64
October, . . .				734	60,557	95,580		187,442	1,033	222	1,326 52
November, . . .				920	18,291	125,795		135,927	2,190	189	1,152 53
December, . . .				634	55,410	139,425		291,384	2,928	285½	1,397 71
1864—January, . . .				931	36,221	96,229		116,087	14,312	184	1,839 31
February, . . .				192	9,500	87,341		1,068,900	800	594½	3,522 98
March, . . .				417	13,826	170,248		205,241	6,220	221	2,103 72
Total, . . .				5,777	408,613	823,222		2,709,119	61,833	2,459	14,413 00

*Statement of Tonnage between Petersburg and Richmond for the year ending March 31st, 1864.*  
NORTHWARDLY.

MONTH.	Tobacco, bbls	Empty liquor barrels.	Empty Flour barrels.	Cotton Bales.	Wheat, bush.	Corn, Bushels	Leather, lbs.	Domestics, Bales.	Iron, lbs.	Miscellaneous Freight.	Wood, Cord.	Miscel. Freight.	Lumber, Feet.	Tons.	Amount.
1863—April,				249		1,562		40	92,595	779,029		1,504	15,500	550	2,476 55
May,						1,500	1,765	81	168,150	11,876,967				6,077	24,369 18
June,				145		2,053		3	19,478	970,656				577½	2,382 35
July,						2,283		5	49,630	9,170,320		3,035	5,000	4,683	18,857 57
August,				111		1,761			122,125	27,591,010		2,165	17,000	13,836	53,851 04
September,				112		1,000		16	73,600	9,615,152		2,535		4,900½	20,070 55
October,				263		1,678		10	41,245	1,191,989		5,570	42,000	737½	3,951 97
November,				100		530		37	29,625	14,425,743		5,651		7,270½	29,940 99
December,				4				9	57,015	155,974		1,685	2,000	111½	675 99
1864—January,				121		500			46,480	5,102,395		418		2,659	11,801 92
February,				35		607			136,800	279,679				188	2,415 77
March,				173						14,211,439		1,436	5,000	7,220½	38,050 54
Total,				1,313		13,474	1,765	201	408,613	95,370,353		23,999	86,500	48,810	210,844 42

Tons Transported Southwardly,	Amount,	-	-	-	\$ 14,413 00
“ Northwardly,	“	-	-	-	210,844 42
Express Freight and Extra Baggage,	“	-	-	-	43,398 16
Total,	Tons,	57,966	-	-	\$268,655 58
In addition to the above add the Clover Hill freight which is	“	253	-	-	
“	“	58,219	-	-	

# RICHMOND AND PETERSBURG RAIL ROAD.

*Statement of Through Passengers, for year ending March 31st, 1864.*

## SOUTHWARDLY.

MONTH.	From N.Y.	Fr'm Phila.	From Balto.	Fr'm Wash.	From Richmond to Weldon & Gaston.		TOTAL.
					Whites	Blacks.	
1863—April,	.....	.....	.....	.....	1,512	246	1,758
May,	.....	.....	.....	.....	1,073	136	1,209
June,	.....	.....	.....	.....	1,499	286	1,785
July,	.....	.....	.....	.....	992	180	1,172
Aug.	.....	.....	.....	.....	1,183	336	1,519
Sept.	.....	.....	.....	.....	1,009	195	1,204
Octo.	.....	.....	.....	.....	1,088	229	1,317
Nov.	.....	.....	.....	.....	1,187	272	1,459
Dec.	.....	.....	.....	.....	1,069	270	1,339
1864—Jan'y,	.....	.....	.....	.....	960	142	1,102
Feb'y,	.....	.....	.....	.....	910	140	1,050
March,	.....	.....	.....	.....	50	6	56
Total,	.....	.....	.....	.....	12,532	2,438	14,970

## NORTHWARDLY.

MONTH.	From Wil- mington.	From Weldon Raleigh and Gaston.	From Weldon to Richmond		From Pe- tersburg.	TOTAL.
			Whites.	Black.		
1863—April,	.....	199	1,194	257	.....	1,650
May,	.....	46	1,571	186	.....	1,803
June,	.....	.....	1,123	159	.....	1,282
July,	.....	.....	778	122	.....	900
Aug.	.....	.....	997	203	.....	1,200
Sept.	.....	.....	992	288	.....	1,280
Octo.	.....	.....	649	192	.....	841
Nov.	.....	.....	856	280	.....	1,136
Dec.	.....	.....	885	221	.....	1,106
1864—Jan'y,	.....	.....	963	299	.....	1,262
Feb'y,	.....	.....	597	169	.....	766
March,	.....	.....	10	1	.....	11
Total,	.....	245	10,615	2,377	.....	13,237

Total number of Through Passengers each direction,.....28,207

J. C. LAUGHTON, Aud. & Supt.'s Clk.



No. 5.

# RICHMOND & PETERSBURG RAILROAD.

*Statement of the number of Passengers transported on the Road during the year ending March 31st, 1864.*

## SOUTHWARDLY.

Through Passengers,	.	.	.	.	14,970	
Local Passengers,	.	.	.	.	179,925	194,895
					<hr/>	<hr/>

## NORTHWARDLY.

Through Passengers,	.	.	.	.	13,237	
Local Passengers,	.	.	.	.	190,484	203,721
					<hr/>	<hr/>

Passengers between Richmond, Petersburg, and Clover Hill,	.	.	.	.	.	1,644
						<hr/>

Total number of Passengers,	.	.	.	.		400,260
						<hr/>

Equal to 8,500,748 Passengers transported one mile.

J. C. LAUGHTON,  
*Auditor and Supt.'s Clerk.*



## No. 6.

## RICHMOND &amp; PETERSBURG RAILROAD.

*Statement of Coal transported from Clover Hill during the year ending March 31st, 1864.*

MONTH.	To Richm'd Bushels.	To Peters'g Bushels.	To Pt. Wal- thall. Bushels.	Agg'te No. of Bushels	Tons	Amount.
1863—April,	94,005	22,780	.....	116,785	3,649	\$ 3,785 56
May,	80,010	33,040	.....	113,050	3,534	3,631 53
June,	73,300	30,950	.....	104,250	3,257	3,347 40
July,	81,425	28,450	.....	109,875	3,433	3,540 52
Aug.	74,500	26,350	.....	100,850	3,152	6,741 50
Sept.	83,250	24,050	.....	107,300	3,353	7,182 62
Octo.	73,660	30,855	.....	104,515	3,266	6,977 62
Nov.	64,615	35,555	.....	100,170	3,131	6,672 58
Dec.	44,110	22,816	.....	66,926	2,092	4,460 46
1864—Jan'y,	33,925	17,505	.....	51,430	1,607	3,427 76
Feb'y,	66,855	23,490	.....	90,345	2,823	9,034 50
March,	62,420	36,410	.....	98,830	3,088	9,883 00
	832,075	332,251	.....	1,164,326	36,385	68,685 05

## SUMMARY.

Transported to Richmond,	832,075 Bushels,	26,002 Tons.
“ “ Petersburg,	332,251	10,383
“ “ Port Walthall,		
Total	1,164,326	36,385

J. C. LAUGHTON,  
*Auditor and Supt.'s Clerk.*

## No. 7.

## RICHMOND &amp; PETERSBURG RAILROAD.

*Monthly statement of Freight transported from Clover Hill to Richmond,  
during the year ending 31st March, 1864.*

MONTH.	Tobacco. Hhds.	Tobacco. Lbs.	Wheat. Bushels.	Wheat. Lbs.	Miscel. Freight. Lbs.	Total Lbs.
1863.-April,	.....	.....	.....	.....	12,644	12,644
May,	.....	.....	.....	.....	12,224	12,224
June,	.....	.....	.....	.....	7,000	7,000
July,	.....	.....	.....	.....	9,000	9,000
August,	.....	.....	.....	.....	19,600	19,600
September,	.....	.....	.....	.....	23,800	23,800
October,	.....	.....	.....	.....	42,800	42,800
November,	.....	.....	.....	.....	5,700	5,700
December,	.....	.....	.....	.....	14,000	14,000
1864.-Jan'y,	.....	.....	.....	.....	.....	.....
February,	.....	.....	.....	.....	100	100
March,	.....	.....	.....	.....	.....	.....
Total,	.....	.....	.....	.....	146,868	146,868

Total number of Tons, 73½.

J. C. LAUGHTON,  
*Auditor and Supt.'s Clerk.*

## RICHMOND AND PETERSBURG RAILROAD.

*Statement of Tonnage transported to and from Clover Hill, during the year ending March 31st, 1864.*

*From Clover Hill to Richmond.*

	Tons.	Tons.
Tobacco—Hogsheads,		
Wheat—Bushels,		
Miscellaneous Freight, . . . . .	73½	
	<hr/>	
Total,		73½

*From Richmond to Clover Hill.*

Miscellaneous Freight, consisting of Groceries,		
Corn, Dry Goods, Castings, Furniture, &c., &c., &c.,	124	
	<hr/>	
Total,		124

*From Clover Hill to Petersburg.*

Tobacco—Hogsheads,		
Wheat—Bushels,		
Miscellaneous Freight, . . . . .	3	
	<hr/>	
Total,		3

*From Petersburg to Clover Hill.*

Miscellaneous Freight consisting of Groceries, Guano, &c.,	52½	
	<hr/>	
Total,		52½

*From Port Walthall to Clover Hill.*

Hay, Powder, Oil, Corn, &c., &c., &c.,		
	<hr/>	
Total,		
		<hr/>
Total Tonnage exclusive of Coal,		253

J. C. LAUGHTON,  
Auditor and Supt.'s Clerk.

No. 9.

## RICHMOND &amp; PETERSBURG RAILROAD.

*Monthly statement of the amount collected on the Passenger Trains for the transportation of Extra Baggage and Express Freight, during the year ending March 31st, 1864.*

MONTH.	Extra Baggage.	Express FreightSouth- ern Express.	Total.
1863—April, .....	271 00	2,955 40	3,226 40
May, .....	173 50	1,776 90	1,950 40
June, .....	237 00	2,442 54	2,679 54
July, .....	126 75	4,134 90	4,261 65
Aug., .....	119 50	4,671 55	4,791 05
Sept., .....	171 50	3,708 20	3,879 70
Octo., .....	286 00	3,011 31	3,297 31
Nov., .....	518 00	3,213 88	3,731 88
Dec., .....	723 50	3,215 10	3,938 60
1864—Jan'y .....	590 00	2,461 80	3,051 80
Feb'y .....	607 50	2,272 33	2,879 83
Mar., .....	710 00	5,000 00	5,710 00
Total, .....	4,534 25	38,863 91	43,398 16

J. C. LAUGHTON,  
*Auditor and Supt.' Clerk.*

**No. 10.—RICHMOND AND PETERSBURG RAILROAD.**  
*Statement of the names and dimensions of Locomotive Engines upon the Richmond and Petersburg Railroad, and the number of Miles Run by each, and the Cost of Repairs, during the year ending March 31st, 1864.*

Name of Engine.	Builder.	When placed on the road.	Number of Drivers.	Diameter of Drivers in feet.	Diameter of Cylinders in inches.	Length of Stroke in inches.	Miles run with Passenger Trains.	Miles run with Passenger and Freight Trains.	Miles run with Freight Trains.	Miles run with Coal Trains.	Miles run with Gravel and Material Trains.	Miles run with Switching Trains.	Miles run with Extra Trains.	Total number of Miles run.	Cost of Repairs.	Cords of Wood used.	Gallons of Oil used.	Remarks.	
Phoenix, Black Diamond	Bolton & Hicks M. W. Baldwin	1838 1847	4 1/2 6 3/8	10 12	16 18	16				1,400 17,028		3,744		3,744 1,400	1,800 65 2,685 65	270 72	48 11		
Poehontas, Chesterfeld,	do. do.	1848 1852	4 1/2 4 1/2	12 11	18 20	18			1,260	16,557				17,817 8,447	3,279 85 2,031 62	782 386	166 111		
Henrico, Clover Hill,	Durr & Ettinger J. R. Anderson,	1852 1853	4 1/2 4 5	11 12	18 20	18		14,706			5,883	2,000	564	14,931 5,866	3,589 10 2,721 55	836 228	154 46		
M. W. Baldwin	M. W. Baldwin	1854	4 5	12	20	20			2,323	3,896			225	4,296	2,290 90	351	49		
Mazeppa, T. Doddmead,	R. & P. R. Co. Uriah Wells,	1854 1857	4 1/2 4 1/2	12 13	18 24	18	400		6,804	2,711	3,288	1,000	835	10,935	3,000 00	555	112		
Tecumseh, No. 1—rented,	A. McCausland, Smith & Perkins	1862 1862	4 1/2 4 5	10 1/2 15	18 20	20	585 588						302	4,288	1,333 60	283	63		
Washington, Jefferson Davis,	M. W. Baldwin W. Mason & Co.	1862 1863	4 3/2 4 5	15 1/2 16	20 22	20	2,009 1,828		7,115 13,732				972	8,005 16,704	3,543 68 4,135 20	540 826	107 128		
Holden Rhodes,	do.	1863	4 5	16	22	22	9,276	895					225	10,396	5,744 30	637	118		
							14,677	15,601	31,234	45,125	171	6,744	3,123	125,675	50,270	00	6,716	1,305	

## No. 11.

## RICHMOND AND PETERSBURG RAILROAD.

*Statement of Miles Run by all Trains of all kinds during the year ending March 31st, 1864.*

MONTH	Passen- ger Trains.	Passenger & Freight Trains.	Freight Trains.	Extra Trains.	Coal Trains.	Material Trains.	Switching Trains.	Total.
1863-April,	1,168	1,320	2,295		3,780	966	600	10,129
May,	1,440	1,350	2,720	500	3,849	723	620	11,202
June,	1,118	1,310	2,591	270	3,752	600	875	10,516
July,	1,090	1,200	2,715	500	4,108	885	500	10,998
Aug.	1,288	1,300	1,364	35	4,971	768	500	10,256
Sept.,	1,262	1,361	2,646	675	4,110	763	553	11,373
Octo.,	1,307	1,294	2,695	72	3,170	786	596	9,920
Nov.	1,240	1,260	2,610	356	3,853	854	500	10,673
Dec.,	1,307	1,307	2,691		3,033	500	500	9,338
1864-Jan'y	1,285	1,285	2,535		2,504	784	500	8,893
Feb'y	1,239	1,261	3,077		3,955	722	500	10,754
Mar.,	933	1,350	3,295	685	4,040	820	500	11,623
Total,	14,677	15,601	31,234	3,123	45,125	9,171	6,744	125,675

## SUMMARY.

Miles run with Passenger Trains,	14,677
" " " Passenger and Freight Trains,	15,601
" " " Freight Trains,	31,234
" " " Extra Trains,	3,123
" " " Coal Trains,	45,125
" " " Material Trains,	9,171
" " " Switching Trains,	6,744
	<hr/> 125,675

J. C. LAUGHTON,  
Auditor and Supt.'s Clerk.



## No 12.

*Business of the Richmond and Petersburg Railroad, during the twelve-months ending March 31st, 1864.*

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 TONNAGE.

Coal transported in tons, . . . . .	36,385
Cotton transported in bales, . . . . .	1,313
Express Freight and Extra Baggage in tons, . . . . .	6,697
Total amount of Freight of all kinds in tons, . . . . .	94,604
Number of tons transported one mile, . . . . .	2,359,498
Miles run by Coal Engines, . . . . .	45,125
Miles run by all the Engines, . . . . .	125,675
Receipts per mile run by Coal Trains, . . . . .	\$1 52
Receipts per mile run by all Trains, . . . . .	\$5 90

## PASSENGER TRAVEL.

Whole number of Through Passengers, (going beyond termini of road,) . . . . .	28,207
Whole number of Local and Clover Hill Passengers, . . . . .	372,053
Total number of Passengers transported, . . . . .	400,260
Passengers transported one mile, . . . . .	8,500,748

## RECEIPTS OF ROAD.

From Freight on Coal, . . . . .	68,685 05
From Miscellaneous Freight, . . . . .	226,321 27
From Express Freight and Extra Baggage, . . . . .	43,398 16
Total from Freight, . . . . .	\$338,404 48
From Passenger Travel, . . . . .	378,986 54
From transportation Confederate States Mail, . . . . .	3,675 00
Total from Passenger and Confederate States Mail, . . . . .	382,661 54
From Miscellaneous sources, . . . . .	20,530 37
Total Receipts, . . . . .	\$741,596 39

J. C. LAUGHTON,  
Auditor and Supt.'s Clerk.

## No. 13.

*List of Officers, Agents, and Employees, upon the Richmond and Petersburg Railroad; and the pay of each, March 31st, 1864.*

Charles Ellis, President, per annum,	.	.	.	\$,5,000 00
R. B. Haxall,	}	Directors.		
B. W. Haxall,				
Charles S. Mills, M. D.,				
B. H. Nash,				
Robert Leslie,				
M. W. Yarrington, Treasurer, per annum,	.	.	.	3,500 00
E. H. Gill, Superintendent, per annum,	.	.	.	4,500 00
J. C. Laughton, Auditor and Supt.'s Clerk, per annum,	.	.	.	2,520 00
J. H. Woodcock, General Freight and Ticket Agent, per annum,	.	.	.	2,664 00
Geo. L. Currie, Freight Clerk, per month,	.	.	.	168 00
Robert B. Kasey, " " "	.	.	.	168 00
J. F. Bowyer, " " "	.	.	.	162 00
J. H. Butts, Freight and Ticket Agent, Petersburg, per annum,	.	.	.	2,448 00
C. B. Langley, Freight Clerk at Petersburg, per month,	.	.	.	156 00
W. A. B. Waldrop, " " "	.	.	.	156 00
R. W. Collier, " " "	.	.	.	156 00
R. E. Morris, Agent at Clover Hill, including all hand hire, per annum,	.	.	.	5,940 00
F. W. Myer, Agent Chester and Engineer Stay Engine, per month,	.	.	.	114 00
W. H. Vest, Agent Fendley's, including Hand Hire, per month,	.	.	.	204 00
W. R. Daniel, Conductor,	.	.	.	180 00
Rives Hoffman, " " "	.	.	.	180 00
W. L. Yager, Conductor and Baggage Master,	.	.	.	156 00
C. E. Tinsley, " " " "	.	.	.	156 00
John T. Taylor, " " " "	.	.	.	150 00
E. H. Cundiffe, " " " "	.	.	.	150 00
J. B. T. Bragg, " " " "	.	.	.	150 00
Dennis Kelly, Yard Master and Engine Runner,	.	.	.	210 00
Peter P. Crump, " " "	.	.	.	210 00
Jos. A. Mann, " " "	.	.	.	210 00
Wm. Nunnley, " " "	.	.	.	210 00
Jas. A. Wormsley, " " "	.	.	.	210 00
John R. Harton, " " "	.	.	.	210 00
W. A. Perdue, " " "	.	.	.	210 00
T. H. Perdue, " " "	.	.	.	210 00
C. Dillon, Material Train,	.	.	.	192 00
Wm. Kelly, Section Master,	.	.	.	120 00
John Kelly, " " "	.	.	.	120 00

B. S. Henry, Wood Chopping, . . . .	"	120 00
W. B. Ransom, Master Machinist, . . . .	"	250 80
John T. Whitlock, Master Smith, . . . .	"	250 80
J. J. Martin, Master Carpenter, . . . .	"	230 00
J. Q. Ely, Road Master, per month, . . . .		204 00
Ben. J. Whitcomp, Car Inspector, per day, . . . .		6 50
Two Assistants, " . . . .		6 50
Depot and Bridge Watchman, average, . . . .		5 68
Nine Free Firemen and Train Hands, average, . . . .		3 72
Twelve Machinists, average, . . . .		8 00
One Apprentice, average, . . . .		6 00
One Coppersmith, average, . . . .		7 50
Seven Carpenters, average, . . . .		6 93
Wm. Butler, Painter, average, . . . .		8 50
Richard Butler, Painter, average, . . . .		7 50

## SLAVES.

At Richmond Depot yard and office, . . . .	22
At Richmond Shop, . . . .	23
At Petersburg Depot Petersburg, . . . .	9
At Clover Hill and other Stations, . . . .	4
As Firemen and Train Hands, . . . .	13
As Section Men on Repairs of Road, . . . .	20
On Material and Gravel Trains, . . . .	9
As Wood Choppers, . . . .	18

The salaries have been gradually increased during the year until they have reached the above amounts.

J. C. LAUGHTON,  
*Auditor and Supt.'s Clerk.*





# ANNUAL REPORT

OF THE

*Richmond & Petersburg*

# RAIL ROAD COMPANY,

*half*  
For the Year ending September 30, 1864,  
^

MADE TO

# THE BOARD OF PUBLIC WORKS

OF

# THE STATE OF VIRGINIA.

RICHMOND, VA.

PRINTED BY RITCHIE & DUNNAVANT.

1861.





# RESOLUTIONS

IN RELATION TO THE

## Form of Annual Reports of Rail Road and other Companies.

ADOPTED MARCH 15, 1856.

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1. Resolved, that every rail road corporation in which the commonwealth is interested as a stockholder or creditor, or whose road is wholly within the state, shall make an annual report to the Board of public works of its condition and the state of its affairs on the thirtieth day of September, and of the operations of its road during the year ending on that day; which report shall be verified by the oaths of its treasurer or president and acting superintendent of operations, and be filed in the office of the said board by the fifteenth day of November in each year—and shall contain full information upon the several items herein after enumerated, to wit:

First—As regards its capital stock: The amount as by charter; the amount subscribed by the state, and amount subscribed by others; the amount paid in by the state, and amount paid in by others; the amount of further subscriptions on the part of the state authorized contingently. The information under this head to be so given as to show the several amounts as per last report, and the additions thereto or deductions therefrom, as the case may be, within the year.

Second—As regards its funded debt: The total amount; the time or times it will fall due; the rate or rates of interest thereon; the portion thereof due to the state. The information under this head to be so given as to show the several amounts as per last report, and the additions thereto or deductions therefrom, as the case may be, within the year.

Third—As regards its floating debt: The total amount, stating when and for what general objects it was incurred, the amount for each of those objects; and the rate or rates of interest thereon. The information under this head to be so given as to show the several amounts as per last report, and the additions thereto or deductions therefrom, as the case may be, within the year.

Fourth—As regards interest, the loss, if any, from the sale or disposition of bonds, or other obligations at less than par, and all other expenses incurred in raising money: The total amount, stating what portion was for each of the above objects. The information under this head to be so given as to show the several amounts as per last report, and the additions thereto within the year.

Fifth—As regards the cost of the road and its equipments, also of buildings of all kinds, land, land damages and fencing, viz: For graduation and masonry; for superstructure of wooden bridges; for superstructure of iron bridges; for superstructure of the road, including iron; for water stations, including the cost of procuring water and conducting it to them; for passenger and freight stations, buildings and fixtures; for engine and car houses; for machine shops, machinery and fixtures; for all other buildings; for land, land damages and fencing; for locomotives and fixtures and snow-ploughs; for passenger and baggage cars; for freight cars; for cars used on the repairs of the road and on construction; for engineering and agencies; for all work and property not enumerated above; the total cost of the road and equipment, as above. The information under this head to be so given as to show the several amounts as per last report, and the additions thereto within the year.

Sixth—As regards the characteristics of the road: The length of the road; the length of single track laid; the aggregate length of sidings; the length of double track laid, including sidings; the weight of the rail per yard; the total rise and fall; the maximum grade in each direction; the length of the same in each direction; the total curvature; the shortest radius of curvature, with length of line on which it occurs; such other information, in detail, in regard to grades and curves and the location of the road, as the Board of public works may require; the number of water stations: the aggregate length of wooden truss bridges between abutments; the aggregate length of iron bridges between abutments: the aggregate length of all other bridges between abutments; the whole length of road unfenced on

both sides; the number of public roads crossed at grade; the number of rail roads crossed at grade; the length of road, if any, unfinished, and estimated amount required for its completion, also what sum beyond the means already provided is required for that purpose; the length of branches owned by the company, and such information in detail in regard to them as the Board of public works may require.

Seventh—As regards the equipment of the road—its depots, shops and other buildings: The number of locomotives, stating their weight; the number of passenger cars of each class, rated as eight wheel cars; the number of baggage cars rated as eight wheel cars; the number of merchandise cars rated as eight wheel cars; the number of gravel and other cars used on repairs and on construction, rated as eight wheel cars; the number of depots of each class: the number of engine houses; the number of machine shops; the number and character of other buildings. The information under this head to be so given as to show the several numbers as per last report, and the additions thereto within the year.

Eighth—As regards the doings of the year in transportation, and total miles run: The miles run by passenger trains; the miles run by freight trains; the miles run by gravel trains and other trains employed on construction or repairs of the road; the rate of fare charged each class of passengers per mile; the number of passengers of each class carried in cars; the aggregate number of miles traveled by each class of passengers, or number of passengers of each class carried one mile; the rate charged per ton (of two thousand pounds) for each class of freight carried in cars; the number of tons of each class of freight carried in cars; the number of miles carried or total movement of each class of freight in miles; the average rate of speed adopted by ordinary passenger trains, including stops; the average rate of speed adopted by passenger trains when in motion; the average rate of speed adopted by express trains, including stops; the average rate of speed adopted by express trains when in motion; the average rate of speed adopted by freight trains, including stops; the average rate of speed adopted by freight trains when in motion; the estimated aggregate weight in tons (of two thousand pounds) of passenger trains, exclusive of passengers and baggage, carried one mile; the estimated aggregate weight in tons (of two thousand pounds) of freight trains, exclusive of freight, carried one mile; the estimated aggregate weight in tons (of two thou-



sand pounds) of gravel and other trains employed upon construction and repairs and their loads, carried one mile, stating separately the aggregate weight of the trains and of their loads; the average weight in tons of passenger trains, inclusive of passengers and baggage; the average weight in tons of passenger trains, exclusive of passengers and baggage; the average weight in tons of freight trains, inclusive of freight; the average weight in tons of freight trains, exclusive of freight; the average gross, also average net weight ordinarily drawn by the different classes of locomotives when worked to their full capacity, stating the weights respectively of the locomotives and of their tenders, and the ruling grades over which they passed when thus worked; the total amount of freight in tons, viz: the product of the forest; the product of animals; vegetable food; other agricultural products; manufactures; merchandise; other articles.

Ninth—As regards the expenses for the year of maintaining the road, showing separately the portions chargeable to passenger transportation and to freight transportation; the cost of the repairs of road bed and rail way (excepting the cost of the renewal of track and the repairs of the superstructure of wooden and iron bridges), viz: The cost of labor and materials, also the cost and expenses attending and consequent upon the use of engines and trains employed upon the repairs and maintenance of the road, also the repairs of such engines and trains and all items of cost connected with keeping the road in order; the length in feet, of iron used in renewal of track, with weight and cost thereof, also the weight and cost of all other iron used in the renewal of track, the cost of all other materials used in the renewal of track; the cost of labor employed upon the renewal of track; the cost of the repairs of the superstructure of iron bridges; the cost of the repairs of the superstructure of wooden bridges; the repairs of buildings; the repairs of fences and gates; the taxes on real estate; the totals of the above expenses of maintaining the road. The whole of the information under this head to be so given as to show separately the cost of materials and the cost of labor.

Tenth—As regards the expenses for the year of repairing machinery: The repairs of engines and tenders; the repairs of passenger and baggage cars; the repairs of freight cars; the repairs of tools and machinery in shops; the incidental expenses, including fuel, oil, clerks and watchmen about shops. The whole of the informa-

tion under this head to be so given as to show separately the cost of materials and the cost of labor.

Eleventh—As regards the expenses for the year of operating the road, showing separately the portions chargeable to passenger transportation and to freight transportation: Office expenses, stationery, &c.; agents and clerks; labor, loading and unloading freight; porters, watchmen and switch tenders; wood and water station attendance; conductors, baggage and brakemen; enginemen and firemen; fuel (quantity, first cost and labor of preparing for use), showing separately the quantity, &c. of coal and the quantity, &c. of wood; oil and waste for engines and tenders; oil and waste for freight cars; oil and waste for passenger and baggage cars; loss and damage of goods and baggage; damages for injury to persons; damages to property, including damages by fire and cattle killed on road; general superintendence; contingencies; the totals of the above expenses of operating the road.

Twelfth—As regards the gross earnings, cash receipts and payments other than for construction within the year: First, gross earnings—from passengers; from freight; from carriage of the United States mail; from other sources. Second, cash receipts—from passengers; from freight; from carriage of the United States mail; from other sources. Third, payments other than for construction—for transportation expenses, viz: expenses of maintaining and operating the road and of the repairs of machinery; for interest; for dividends (stating the rate per centum and when declared); to surplus fund; total amount of surplus fund.

Thirteenth—As regards accidents: The number of persons injured in life and limb, and the cause of the injury, and whether passengers or persons in the employ of the company, also whether caused from carelessness or negligence of any person in the employment of the company, and whether such person is retained in employ.

Fourteenth—Statements, &c. to accompany the report, viz: A statement of the name, maker's name, dimensions and weight of each engine, together with the cost of repairs and number of miles run, and the condition of each for the year; a statement of the number of tons of freight transported and of the number of passengers carried in each month of the year in each direction, showing separately the through freight and the through passengers in each direc-



tion, also of the aggregate amounts charged for the transportation of freight and carriage of passengers in each month of the year in each direction, showing separately the amounts charged for through freight and through passengers in each direction, and the amounts charged for way freight and way passengers in each direction; a statement of the tonnage sent from and of that received at each depot of the road in each month of the year, and also of the passengers leaving and of those arriving at each of said depots; a statement of the amount charged to construction during the year, with a distribution thereof among the several objects to which it was applied; a statement exhibiting in parallel columns—first, the gross earnings of the road during the year—second, the total expenses of maintaining and operating the road and of the repairs of machinery, and of all other expenses chargeable to the business of the year—and third, the net revenue of the year, so distributed as to show what portion of the said “gross earnings,” “total expenses,” &c. and “net revenue” should be credited to or charged against each class of tonnage transported, and each class of passengers carried in the year, or any other services that may have been performed by the company in said year, to be followed by a brief statement of the profit or loss, as the case may be, per ton of each class of freight transported, and per passenger of each class of passengers carried in the year, and of the profit or loss, as the case may be, for any other services performed by the company in said year.

2. Resolved, that the Board of public works be and are hereby authorized and directed to prescribe the form or forms to be used by the several companies referred to in the preceding resolution, in making the annual report required of them by the said resolution; and in preparing the said form or forms, the said board are hereby authorized and directed to call for any additional information that in their opinion would be necessary or useful in showing the true condition of the said companies, and the cost of transportation on their respective roads.

3. Resolved, that the several canal and navigation companies in this state shall also, on or before the fifteenth of November in each year, make a report to the Board of public works of their condition and the state of their affairs on the thirtieth of September, and of their operations in the year ending on that day, in such form as the Board of public works shall prescribe; and that in preparing such

form or forms the Board of public works are hereby authorized and directed to require that the reports from the said companies respectively shall contain as full and minute information in regard to their condition, affairs and operations, as is required by the preceding resolutions in regard to the condition, affairs and operations of the rail road companies referred to in said resolutions.

4. Resolved, that it shall be the duty of the Board of public works to cause to be arranged, in tabular form, the information contained in the reports called for by the preceding resolutions, omitting only such details in the statements accompanying the said reports as may not be of general interest, and prepared, together with the said reports, in a single document; and have the same printed by the fifteenth day of December of the year in which the said reports are made.

5. Resolved, that any rail road, canal or navigation company referred to in the preceding resolutions, which shall neglect to make the report required by the said resolutions, and as prescribed therein, shall be liable to a penalty of five hundred dollars, and that it shall be the duty of the Board of public works to sue for the said penalty in the name of the commonwealth.

6. Resolved, that it shall be the duty of the Board of public works to furnish each of the rail road and canal and navigation companies aforesaid, on or before the first day of September in each and every year, with at least two copies of the form or forms aforesaid.



*To the Board of Public Works  
Of the State of Virginia:*

The annexed report has been prepared in obedience to the "resolutions in relation to the form of annual reports of rail road and other companies," adopted March 15th, 1856, by the general assembly of Virginia, and of the circular of your Board, dated

Signed

STATE OF VIRGINIA,

*Richmond City and County* } ss:

I\* *W. W. Garrison* Treasurer  
and I *Edmund H. Gill*

acting superintendent of operations of the

*Richmond & Petersburg* Rail Road Company, each for himself deposes and says that the statements in the annexed report, which has been signed by each of us at the end thereof, are true and correct according to the best of his knowledge and belief.

Signed

*W. W. Garrison*  
" *E. H. Gill*

Subscribed and sworn to before }  
me this . . . day }  
of 1864 . . . }



# TABLE A.

## STOCK AND DEBTS.

1.	Amount of capital stock, as by charter,	-	-	-	\$ 800 000 00
2.	" " " subsc'd by the state, as by last rep't,	\$	385 600 00		
3.	" " " now subscribed by the state,	-	\$ 385 600 00		
4.	" " " subscribed by others than the state, as by last report,	-	-	\$ 461 500 00	
5.	" " " now subscribed by others than the state,	-	-	-	\$ 461 500 00
6.	" " " paid in by the state, as by last rep't.	\$	385 600 00		
7.	" " " now paid in by the state,	-	-	\$ 385 600 00	
8.	" " " paid in by others than the state, as by last report,	-	-	-	\$ 461 500 00
9.	" " " now paid in by others than the state,	-	-	-	\$ 461 500 00
10.	Total amount of capital stock, now actually subscribed,	-	\$ 847 100 00		
11.	" " " " now actually paid in,	-	\$ 846 750 00		
12.	Further subscription to the capital stock on the part of the state, contingently authorized by the legislature,	-	\$		

The report must state the number of shares of each class of stock—its character, whether preferred, guaranteed, or differing in any other respect from ordinary stock; the par value of the shares of each of such classes of stock; the amount of cash, or its equivalent, realized to the company by the issue and sale of the stock of each class, after deducting discounts for sales under par, commissions, and all other expenses and charges; also the amount of stock which has been issued in payment for any item which has been charged to construction, or any other account.

The report must also state the terms and conditions of the subscription or subscriptions to the capital stock by the state—and of any further subscription on its part, contingently authorized by the legislature.

*Increased by act of 1853 to \$775,000.00*



## CLASSES OF STOCK.

	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.
No. of shares,	5,856	2,230				
Character,	Orig. Sub.	Common Stock				
Par value,	\$100. per share	\$50. per share				
Cash realized,	\$579,873.94	\$111,500.00				

Notes of Explanation, viz:

Class No. \_\_\_\_\_

\*\*\*\*\*

13.	The funded debt* due to the state, by last report,	-	-	\$	<i>None</i>		
14.	“ “ now due to the state,	-	-	\$	<i>do</i>		
15.	“ “ due to others than the state, by last report,			\$	<i>144.000.00</i>		
16.	“ “ now due to others than the state,	-	-	\$	<i>144.000.00</i>		
17.	The total amount of funded debt now due to <del>Washington</del> others,	-	-	-	-	\$	<i>144.000.00</i>
18.	The average rate per annum of interest on funded debt now due to the state,	-	-	-	-	\$	<i>( )</i>
19.	The average rate per annum of interest on funded debt now due to others,	-	-	-	-	\$	<i>6.72</i>
20.	Amount of annuities per annum, substituted for funded or floating debts or other obligations,	-	-	-	\$	<i>None</i>	

The report must state the amount of each class of bonded and funded debts; the date of the issue and payment of the bonds; the annual rate of interest; when and where interest is to be paid; the nature and character of the security for the payment of the principal, and also of the interest (whether convertible, secured by income, sinking funds or otherwise); the amount of cash realized to the company by the issue of the bonds of each class (after deducting discounts for sales under par, commissions and all other charges and expenses); the amount of bonds which has been issued in payment for any item which has been charged to construction, and the rate or rates at which the same were issued; also the amount which has been set apart for a sinking fund for the redemption of each class of bonds: and if a mortgage or mortgages has or have been given in favor of any class or classes of bonds, the amount or amounts of said class or classes respectively, not disposed of at the date of this report, must be stated.

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\*The debts, generally, due by rail road companies to the state, are not strictly *funded* debts, although in this report they are thus classed; for in most cases these companies are required to pay over to the state, in addition to the interest, one per cent. per annum, to be invested in a sinking fund for the redemption of the principal, when the debt matures.

## CLASSES OF BONDED OR FUNDED DEBTS.

No. 1.	No. 2.	No. 3.	No. 4.	No. 5.
Amount, -		\$12,500.00	\$130,500.00	
Date of issue, -		July 1. 1853	June 1. 1854	
Date of payment, -		July 1. 1875	June 1. 1875	
Annual rate of interest, -		6 per cent	7 per cent	
Interest, when payable, -		Semi Annually	Semi Annually	
Interest, where payable, -		Richmond	Richmond	
Amounts realized, viz:				
In cash, -		\$12,937.50	\$123,728.46	
In payment for work or of debts, -		B. & O. Ry.	B. & O. Ry.	
Nature and character of security, -		Deeds of Trust	Deeds of Trust	
Amount of sinking fund, -		None	None	

Notes of Explanation, viz:

Class No. \_\_\_\_\_

21. The floating debt as by last report, - - - - \$ *37,922.50*
22. The amount now of floating debt, - - - - \$ *54,462.50*
23. The average rate per annum of interest on floating debt, - \$

The report must state the general objects for which the floating debt was incurred; the amount for each of those objects; and also when and out of what means it is supposed the same will probably be paid.

*The average amount of floating debt during the first, second, third and fourth quarters of the year, when payable, and the average rate of interest paid thereon.*

	1st Quarter.	2d Quarter.	3d Quarter.	4th Quarter.
Average amount of debt, -				
Average interest, -				
When payable, -				

Notes of explanation, viz:

*The above amount of floating debt consists of Unclaimed Dividends \$21,462.50 and Unsettled Accounts, estimated about 33,000.00*  
*\$ 54,462.50*



186. 2. 1. 1. 1. 1.

# TABLE B.

## COST OF CONSTRUCTION AND EQUIPMENT.

		BY LAST REPORT.		BY THIS REPORT.	
		Dollars.	Cents.	Dollars.	Cents.
24, 25,	For graduation and masonry,	240,596	61	240,596	61
26, 27,	For bridges,	162,246	69	162,246	69
28,	For superstructure, including iron,	111,510	09	111,510	09
29,	For passenger and freight stations, buildings and fixtures,	84,527	01	84,527	01
30,	For engine and car houses, machine shops, machinery and fixtures,	13,106	72	13,106	72
31,	For land, land damages and fences,	22,802	26	22,802	26
32,	For locomotives and fixtures and snow plows,	178,979	30	154,156	05
33,	For passenger and baggage cars,	-	-	-	-
34,	For freight and other cars,	-	-	-	-
35,	For engineering and other agencies,	-	-	190,524	32
36,	Total cost of road and equipment,	-	-	1,004,293	00
				1,009,469	75

TABLE C.  
CHARACTERISTICS.

		Miles.
37. Length of the main line of road between the termini—that is, from <i>Richmond</i> to <i>Petersburg</i>		22. 149
38. Length of road laid, - - - - -		22. 149
39. Length of double track laid, - - - - -		2 300
40. Length of branches laid,* - - - - -		
41. Length of double track laid on same, - - - - -		
42. Weight of rail per yard, on main track, - <i>from 50 to</i>	60	lbs.
43. Number of engine houses and shops, - - - - -		7
Number of engines, - - - - -		11
Number of first class passenger cars (rated as 8 wheel cars), -		7
Number of second class cars, - - - - -		6
Number of baggage, mail and express cars, - - - - -		3.
Number of freight cars, <i>cattle cars and flats</i>		61.
<i>Number of coal cars,</i>		113.

*Waltham Branch 2 3/4 miles long, the back  
up,*

## GRADIENTS, ALIGNMENT AND ELEVATIONS.

44. The sum of the ascents (going *South*) is *240.13* feet.
45. The sum of the ascents (going in the opposite direction,) is - *303.05* feet.
46. The whole ascent and descent overcome is - - *543.18* feet.
47. Which is an average per mile of - - - *24.52* feet.
48. The maximum grade (going *South*) is per mile) *34.70* feet.  
for - - - - - *one half* miles.
49. The maximum grade (going in the opposite direction) is per  
mile, - - - - - *34.24* feet.  
for - - - - - *one third of a* mile.
50. The sum of the straight lines is - - - *17.045* miles.
51. The sum of the curved lines is - - - *5.104* miles.
52. The whole number of degrees of curvature is - - *433 1/2* degrees.
53. The average degrees of curvature per mile of the curved part  
of the road is - - - - - *85* degrees.
54. The average degrees of curvature per mile of the whole road is *19* degrees.
55. The maximum radius on the main line is - *10,460* feet.
56. The minimum radius on the main line is - - *1900* feet.  
for - - - - - *3100* ~~feet~~ *feet*.

NOTE.—A profile of the grades of the whole road, and of the branches, must accompany this report.

This profile will be made by levels and distances measured on the track as it is now laid, and must be drawn to a scale of four miles horizontal, and four hundred feet vertical to the inch. And must represent the length of each grade in miles and decimals, the elevation above the base line at each change of grade, and the rate of grade in feet per mile, and the elevation of the base above the level of tide.

# Table D.

*Doings of the Year in Transportation, and Total Miles Run.*

57. Number of miles run by passenger trains,	}	-	55,554
58. Number of miles run by freight trains, -		-	
59. Number of passengers (all classes) carried in the cars,		-	169,198
60. Number of miles traveled by passengers, or number of passengers carried one mile, - - -		-	2,708,088
61. Number of tons (2,000 pounds) of freight carried in cars, -		-	27,923
62. Total movement of freight, or number of tons carried one mile, -		-	1127,927
63. Average rate of speed adopted by ordinary passenger trains (including stops), miles per hour, - about -		-	8
64. Rate of speed of same when in motion, - - " -		-	10
65. Average rate of express trains, including stops, - " -		-	8
66. Rate of speed of same when in motion, - - -		-	10
67. Average rate of speed adopted by freight trains, including stops, -		-	8
68. Rate of speed of same when in motion, - - -		-	10
* 69. Average weight in tons of passenger trains, exclusive of passengers and baggage, - - -	}	-	from 70 to
* 70. Average weight in tons of freight trains, exclusive of freight, -		-	130 tons

*The trains all carry freight and passengers.*

71.—The amount of Freight, specifying the quantity in Tons.

		OUTWARD.	INWARD.	TOTALS.
4	Of the products of the forest, -	-	-	-
"	" mines, -	-	-	-
"	" animals, -	-	-	-
"	" vegetable food, -	-	-	-
"	" agricultural products, -	-	-	-
"	" manufactures, -	-	-	-
"	" merchandise, -	-	-	-
"	" all other articles, -	-	-	-
	Total tonnage of all classes of freight,	-	-	-
			15174	27,923.



72. The rate of Fare for Passengers, charged for the respective classes per mile.  
as follows :

				Cents.
For first class through passengers,	<i>about</i>	-	-	<i>16.</i>
<del>second class through</del> "	" "	-	-	<i>7.</i>
second class through "	" "	-	-	<i>9.</i>
second class way "	" "	-	-	"
Average rates of fare charged for all classes,	"	-	-	<i>10. cents</i>

73. The rate per ton per mile charged for all classes of Freight.

Rate per ton per mile charged on first class freight,	-	-	68. Cents
" " " second "	-	-	
" " " third "	-	-	
" " " <del>any other</del> " Coal "	-	-	10. 6
Average rate per ton per mile charged on all classes of freight,			39 cents

Government freight Ammunition \$1.02  
 " " " , 118

TABLE E.

*half*  
*year*  
 Expenses of maintaining Roadway and Real Estate, for the year ending September 30, 1864.

	AMOUNT.		ALLOTTED TO			
			Passenger Transportation.		Freight Transportation.	
	Dollars.	Cents.	Dollars.	Cents.	Dollars.	Cents.
74. Repairs of road bed and railway,	48,440	45-				
75. Cost of iron used in repairs,						
76. Length in feet,						
77. Wt. in lbs.						
78. Repairs of buildings,	4,212					
79. Repairs of fences and gates,						
80. Insurance on property and buildings,	3,469	50				
81. Taxes on real estate,	1,544	97				
82. Totals,	57,664	92	30,000		27,666	92

TABLE F.

*Cost of Repairs of Machinery for the Year ending 30th September 1864.*

	AMOUNT.		ALLOTTED TO			
			Passenger Transportation.		Freight Transportation.	
	Dollars.	Cents.	Dollars.	Cents.	Dollars.	Cents.
83. Repairs of engines and tenders,	68,077	87				
84. Repairs of passenger, mail and baggage cars,	14,448	90				
85. Repairs of freight cars, <i>and Coal</i>	21,916	37				
86. Repairs of tools and machinery in shops,	6,146	49				

## Cost of Repairs of Machinery--Continued.

	AMOUNT.		ALLOTTED TO			
			Passenger Transportation.		Freight Transportation.	
	Dollars.	Cents.	Dollars.	Cents.	Dollars.	Cents.
87. <i>Incidental expenses, viz:</i>						
Oil about work shops, - - -	1000					
Fuel about " - - -	2000					
Clerks about " - - -	2000					
Watchmen about work shops, - - -	2000					
Other items in detail, as follows:						
88. Totals, - - - - -	117,789	54	50,000		67,789	54

# TABLE G.

Cost of Operating the Road for the year ending 30th September 1864.

	AMOUNT.		ALLOTTED TO			
			Passenger Transportation.		Freight Transportation.	
	Dollars.	Cents.	Dollars.	Cents.	Dollars.	Cents.
89. Office expenses, stationery, &c.	.	.				
90. Agents,	.	.				
91. Clerks,	.	.				
92. Labor, loading and unloading freight,	.	.				
93. Porter and watchmen,	.	.				
94. Switch tenders,	.	.				
95. Conductors and baggagemen,	.	.				
96. Brakenen,	.	.				
97. Enginemen and firemen,	.	.				
28634		79				
40349		62				



## Cost of Operating the Road—Continued.

	AMOUNT.	ALLOTTED TO			
		Passenger Transportation.		Freight Transportation.	
		Dollars.	Cents.	Dollars.	Cents.
98. Fuel used—(its cost and labor of preparing for use):					
viz:					
_____ cords of wood, -	32,457 42				
_____ tons of coal, -					
_____ gallons of oil used, -	10,717 88				
and _____ pounds of waste used, as follows:					
For engines and tenders, -					
For passenger, mail and baggage cars, -	3,332 00				
For freight cars, -					
100. Loss and damage of goods and baggage, -					
101. Damages for injuries to persons, -					
102. Damages to property, including damages by fire and cattle killed on road, -	600				

103. For salaries of president, directors, secretary, treasurer and superintendent, . . . . .	9,833	36		
104. For office expenses, . . . . .				
105. For law expenses, . . . . .				
106. Other expenses and contingencies in detail, as follows :				
<i>Clower Hill transportation expenses</i>	11,044	00		
<i>Postage Stationery &amp; Printing</i>	1,769	13		
107. Totals, . . . . .	138,741	29	65,000	73,741 20

## 103.—Recapitulation of Expenses.

	AMOUNT.		ALLOTTED TO			
			Passenger Transportation.		Freight Transportation.	
	Dollars.	Cents.	Dollars.	Cents.	Dollars.	Cents.
Maintaining roadway and real estate,	57,666	92	30,000		27,666	92
Repairs of machinery,	117,789	54	50,000		67,789	54
Operating,	138,741	20	65,000		73,741	20
Totals,	314,197	66	145,000		169,197	66

## TABLE H.

## EARNINGS, RECEIPTS AND PAYMENTS.

					Dollars.	Cents.
<i>First. Earnings :</i>						
109.	From passengers,	-	-	-	346,761	71
110.	From freight,	-	-	-	328,643	52
111.	From mail,	-	-	-	1,837	50
112.	From other sources,	-	-	-	15,314	61
	<i>Total</i>	-	-	-	692,557	34
<i>Second. Receipts :</i>						
113.	From passengers,	-	-	-	247,612	99
114.	From freight,	-	-	-	208,093	82
115.	From mail,	-	-	-	1,837	50
116.	From other sources,	-	-	-	4,214	61
	<i>Total</i>	-	-	-	461,758	92
<i>Third. Payments and liabilities other than for construction :</i>						
117.	For transportation expenses, viz :					
	For passenger business,	-	-	-		
	“ freight “	-	-	-		
	“ other “	-	-	-		
118.	For interest on funded debt,	-	-	-		
	“ “ floating “	-	-	-		
119.	For dividends,	-	-	-		
120.	Amount carried to surplus fund,	-	-	-		
121.	Total amount of surplus fund,	-	-	-		

122. The whole number of persons employed by the company  
on the 30th September 1864 was as follows, viz:

clerk	5
Chief, Superintendent & Treasurer	3
Agents & Clerks,	12
Men of Shops, Roadmaster & Station Masters	7
Inspectors & Baggage Masters	5
Locomotive Runners,	6
Engineers	8
Blacksmiths	18
Inspectors	2
Engineers	9
Others,	114
Total	191

123. The average number of persons employed during the year

was as above.

## PAYMENTS

124. For the interest on the funded debt for each class, were as follows:

125. For interest on the floating debt, viz :



126. For rents of other rail roads, steam boats and other adjuncts for the transportation of passengers, freights, specifying the amount of each, as follows :

127. Of funded debts, viz :

128. Of floating debts, viz :

129. Of dividends, viz :

Of	per cent. made	186	\$
"	" " "	186	\$

130. For payments to the sinking fund for the redemption of funded debts:

131. For other payments as follows:

# TABLE I.

## ACCIDENTS.

The number of Persons in Life or Limb, and the cause of the Injury, and whether Passengers or Persons Employed.

	EMPLOYEES.		PASSENGERS.	
	Killed.	Injured.	Killed.	Injured.
132. Jumping on or off the trains while in motion, - - -				
133. Fell or were thrown from the cars, -				
n of 134. Collision of train, <i>boiler of</i>				
w 135. <del>Trains thrown from the track,</del>		3	1	
136. Standing on platform, - - -				

	EMPLOYEES.		OTHERS.	
	Killed.	Injured.	Killed.	Injured.
137. Run over while walking or standing on the track, - - -				
138. Killed or injured at road crossings, -				
139. At work or standing by trains, -				



## ACCIDENTS—Continued.

	EMPLOYEES.		PASSENGERS.		OTHERS.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
142. Total of each class of persons, - - -	3		/			

Total number of persons killed, - - - - -

Total number of persons injured but not killed, - - -

In addition to which, must be given a statement of the date of each accident, the place where it occurred, the train, the cause, and the extent of the injuries inflicted upon each person, and the name of such person, as follows :

If any of the above accidents have arisen from carelessness or negligence of any person in the employment of the corporation, it must be stated, and whether such person is retained in the service of the corporation.

143.—“A Statement of the amount charged to Construction during the year, with a distribution thereof among the several objects to which it was applied.”

---

Total amount thus charged,    -    -    -    -    \$

Applied to the following objects, viz :

To	\$	
To	\$	
To	\$	
To	\$	
To	\$	





These several sums may be thus distributed:

	GROSS EARNINGS.	EXPENSES.	NET REVENUE.
1st class passengers, - - -	246,761.71		
2d class " - - -			
1st class freight, - - -	314,191.90		
2d class " - - -			
3d class " - - -			
4th class " - - -			
Express freight, - - -	14,451.62		
Mail, - - -	1,837.50		
Other sources, - - -	15,314.61		
Totals,	692,557.34	347,197.66	345,359.68

The resolutions of the general assembly require that "the length of road, if any, unfinished," "the estimated amount required for its completion," and "also what sum beyond the means already provided is required for that purpose," shall be stated.

The length of the road unfinished is - - - - - miles.

The estimated amount required for its completion is - - - \$

The sum required for completing the road beyond the means  
already provided is - - - - - \$

N. B.—In the case of unfinished roads, the information respecting their characteristics, given in the preceding pages, except where it is otherwise stated, must be regarded as applying to the finished portions.

---

Add—omitted in the report, viz:

No. of tunnels,	-	-	-	-	-	-	
Aggregate length of do.	-	-	-	-	-	-	feet.
Greatest length of do.	-	-	-	-	-	-	"
Average length of do.	-	-	-	-	-	-	"

## NAMES OF OFFICERS OF THE COMPANY.

Robert Leslie,  
B. H. Nash,

On the part of the state.

Directors.

R. B. Haxall,  
B. W. Haxall,  
Charles S. Mills M.D.

Charles Ellis  
M. W. Harrington

President.

Treasurer.

Secretary.

Engineer.

Ednaid H. Gill

Superintendent.

The principal office and the address of the company is at

Richmond

county,

The undersigned\* have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as was practicable, and believe them to be correct.

*M. W. Yarrington.*  
*Treasurer.*  
*A. H. Hill*  
*Sup't.*

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\*This certificate must be signed by the officers of the company who affirm on the first pages of this report.













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